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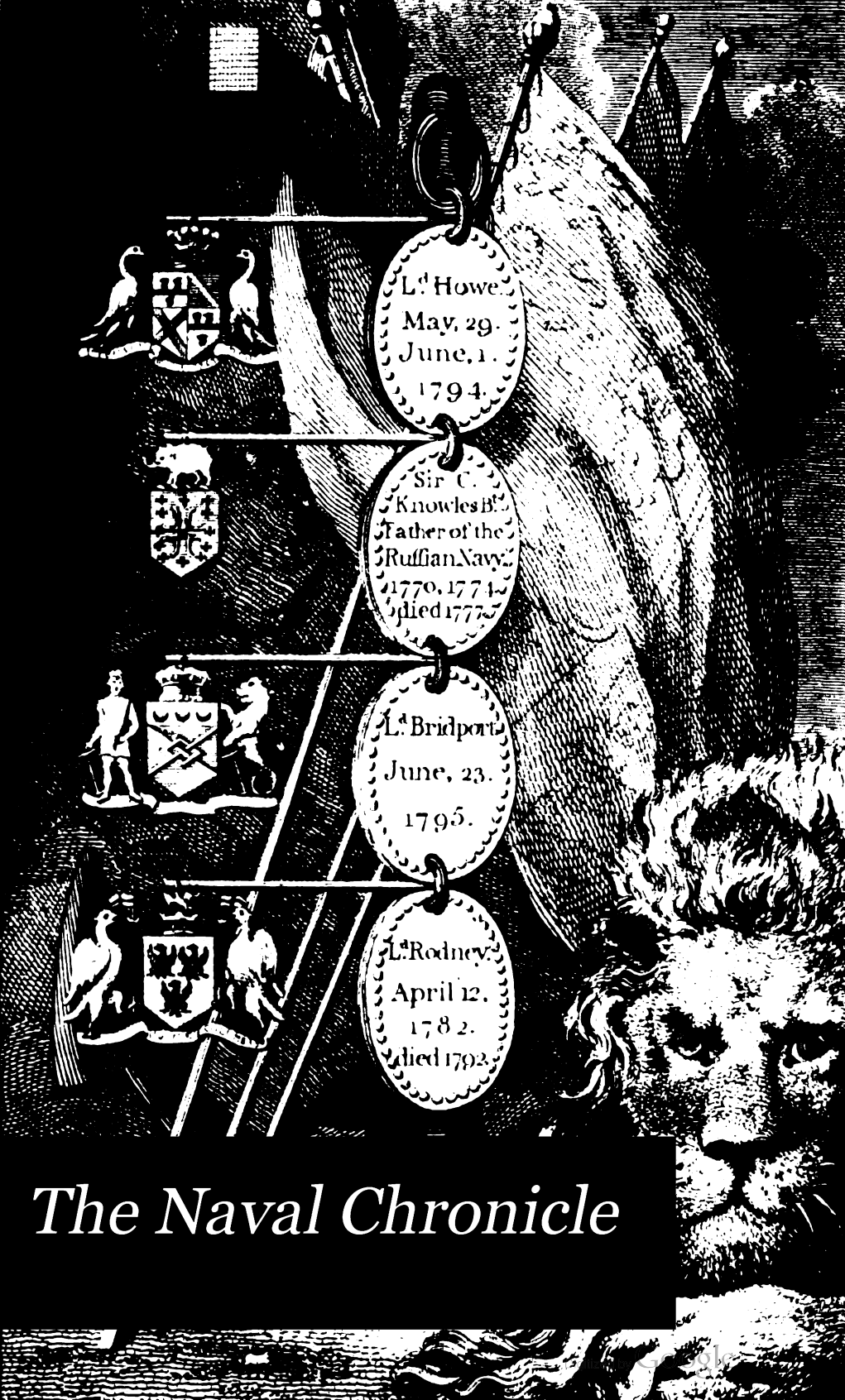

The Naval Chronicle

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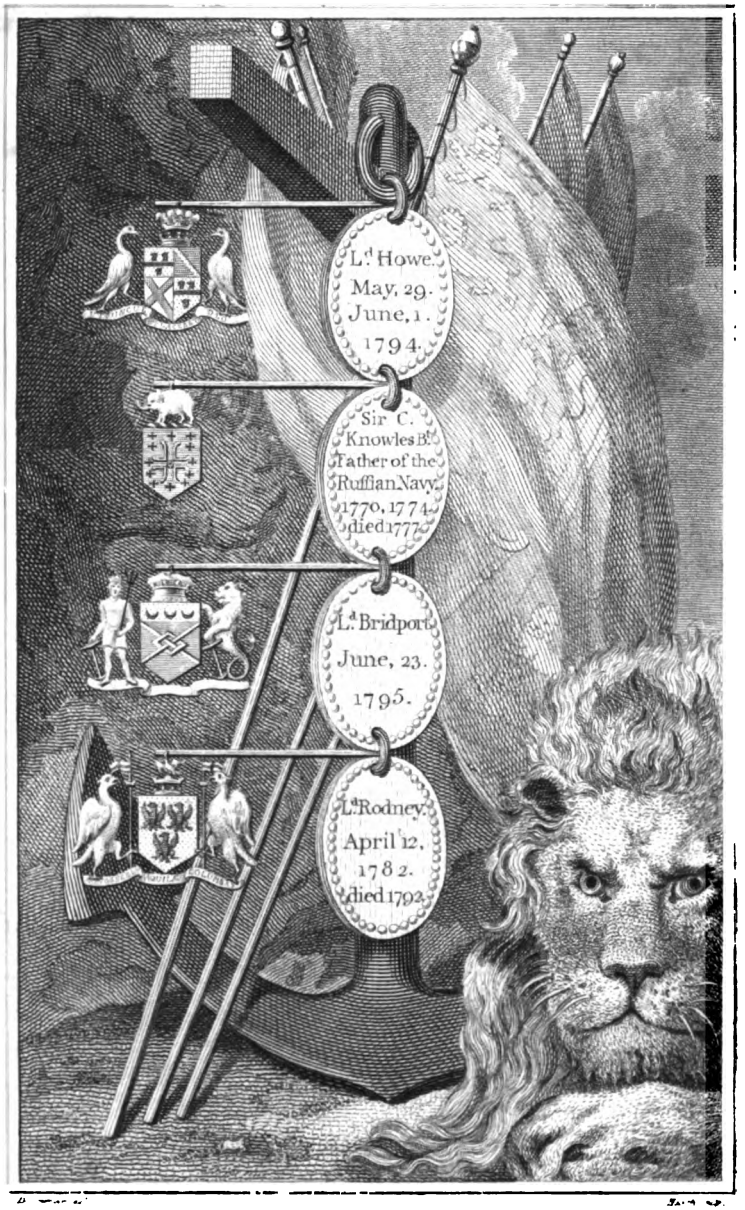

In native Vigour bold, by Freedom led,
No Path of Honor have they failed to tread
But, while they wisely plan, and bravely dare,
Their own Achievements are their latest care.

Hayley.

London. Printed & Published by Bunney & Gold, Shoe Lane, July 1.1799.

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THE NAVAL CHRONICLE.

VOL. I.

FROM JANUARY TO JUNE

MDCCXCIX.

——— *tumida æquora placat,*
Collectasque fugat nubes, solemque reducit. Æneid. Lib. I. 146.

LONDON:
Published by Bunney & Gold, Shoe Lane.

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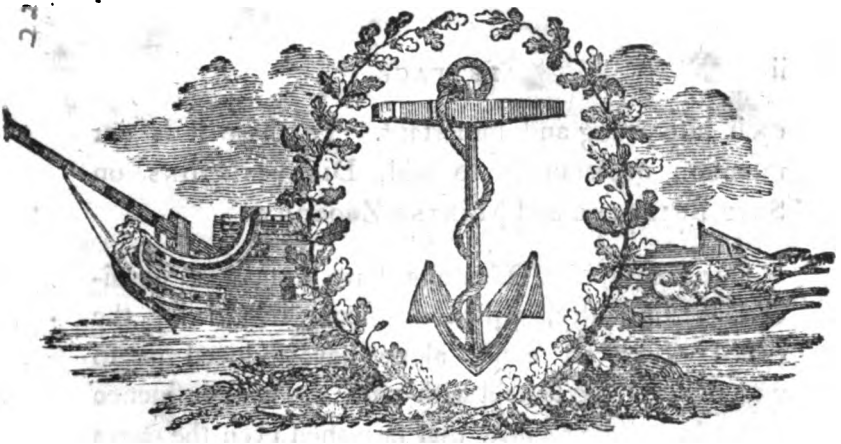

PREFACE

TO THE FIRST VOLUME.

THE periodical writer, at the close of every volume, is expected to come forward like an actor on the dropping of the curtain, who, after making his obeisance to the audience, discusses the plan and execution of the drama performed.

The success of the Naval Chronicle has exceeded our expectation, and we take this opportunity of returning our thanks in general for such extensive patronage and support; we also are greatly obliged to those naval, and commercial correspondents, who so early did us the honour of sending their valuable communications for the work; thus enabling us to make known many papers, that would otherwise have been irrecoverably lost to the public.

The principal branches, which the Naval Chronicle is intended to comprise, have now appeared; and though it has not been in our power to pay an equal attention unto all, we have endeavoured to render

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each interesting and important. To these it is our intention occasionally to add, DISQUISITIONS on SHIP BUILDING and MARINE ZOOLOGY.

Our Biographical Memoirs form a task of considerable difficulty, which a sincere regard for the Naval Character could alone have induced us to undertake. We beheld with pain the wide influence of a calumniating spirit, that tarnished even the pages of History, extending to characters beyond the tomb. We beheld the nettle planted on the grave of many a lamented seaman, and observed with sorrow that it grew unnoticed;—that all were ready to adorn the garland destined for the brow of victory, whilst equal merit, if unsuccessful, was suffered to pine away in obscurity, or was obstinately viewed in an unfavourable light.

With the hope of counteracting this evil, we have published the memoirs of some of the leading characters of the British Navy during their lifetime; that a portion of plain truth might be recorded, and given to the public, before the hand of death increased the difficulty of gaining correct information. An account of professional men, who have in any degree signalised themselves during the present important period, will naturally be sought after by the future historian: and unless some authentic documents are prepared, beyond the mere Gazette Letters of the day, the falsehoods of the calumniator will be recorded as facts, and the prevailing errors in circulation be received as the real sentiments of the liberal and well informed. A periodical work, if conducted on sound

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independent principles, has considerable advantage over other publications; since by means of its progressive appearance, opportunity is given for errors to be noticed, and for their corrections to be inserted, in the same volume.

Such memoirs, or anecdotes of naval officers as are sent us, whatever may be their rank, will always be attended to. Our Chronicle is open to all the gradations of the Navy: and was never intended to be confined to the actions of those who had attained the highest elevation:—all who have trod the path of naval glory have an equal claim to our attention.

The leading objects in this publication are, to do good, and to give pain to no one; to render justice unto those who deserve praise, and have experienced neglect; to cheer the uniformity of which the mariner so constantly complains, and to render him sensible of the sources from whence much amusement and instruction may be derived; and also to enable the public to form a more correct and enlarged idea of that profession, by whose exertions Great Britain stands pre-eminent in the scale of political importance. Such are the motives and principles which direct our labours; respecting their execution, our countrymen must now judge for themselves: As the great Master of the English Language forcibly observes in the preface to his laborious work,—"Failures, however frequent, may admit of extenuation and apology. To have attempted much is always laudable, even when the enterprise is above the strength that undertakes it. To deliberate when-

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ever I doubted, to enquire whenever I was ignorant, would have protracted the undertaking without end, and perhaps without improvement. I saw that one enquiry only gave occasion to another, that book referred to book, that to search was not always to find, and to find was not always to be informed; and that thus to pursue perfection, was, like the first inhabitants of Arcadia, to chace the sun, which, when they had reached the hill where he seemed to rest, was still beheld at the same distance from them." —Such was the opinion of Samuel Johnson! With these sentiments, and with renewed spirit and resolution, we resume our labours; requesting those of our friends who are willing to assist us by their kind suggestions and communications, to send them before the 20th of every month: we trust they will not be deterred from conferring this favour upon us, by any idea of their hints, or opinions, being in an unprepared state for immediate publication: since it is our duty, not only to cull, but to prepare them for the sanction of that public tribunal, which we have approached with deference, and shall always contemplate with respect.

Communications, post paid, sent to Messrs. Bunney and Gold, *Shoe Lane, Fleet Street*, will be duly acknowledged, and attended to.

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TO THE

RIGHT HONOURABLE

GEORGE JOHN EARL SPENCER,

FIRST LORD COMMISSIONER

OF THE ADMIRALTY OF GREAT BRITAIN,

This Work,

BY HIS PERMISSION, IS

INSCRIBED WITH THE GREATEST RESPECT.

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To the Public.

ALTHOUGH a Title and Preface will be given with the Index in the Sixth Number, on completing our First Volume, we still think it necessary, on the present occasion, to say a few words to our friends and the public in general.

We shall endeavour to make the NAVAL CHRONICLE an useful and interesting library of itself to seamen, and an acceptable work to every one who partakes of the glory acquired by our brave countrymen on their own element, or experiences the security derived from their valour. Yet the subject, taken in this light, is so extensive, that we request those who honour us with their countenance, to look rather to the contents of a single volume, than of one number.

Our leading principle will be to adhere strictly unto truth; to render justice unto naval merit, present and departed, both when it has met with success, and also, which is of the greatest importance, when it has had to struggle with unfavourable events. We shall not, however, palliate enormities, should any such occur in the course of our labours; nor shall we permit prejudice, unnoticed, to overwhelm misfortune, when unaccompanied by misconduct.

We shall sometimes be obliged to continue an article in a subsequent Number, which our limits

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did not allow us to conclude. In this respect we request indulgence, and hope no illiberal or improper motive will be imputed to us.

A literary work dedicated to the interests of the BRITISH NAVY, which should chronicle present events, and recal the noble achievements of past days, had been long desired.

The press of interesting matter is so great, that our intended Memoirs on Navigation and Commerce must be for a time delayed.

We return our thanks for the valuable communications we have received, which will be considered with the attention they merit; and are grateful for the liberal support we have already been honoured with.

Communications for this Work, with any corrections or additions to articles already published, are desired to be sent, post paid, directed to Messrs. BUNNEY and GOLD, *Shoe-Lane, Fleet-Street.*

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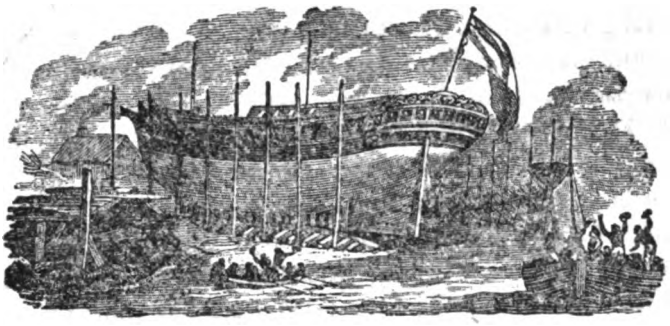
THE NAVAL CHRONICLE.



"The regards of our country, though attracted by every species of "distinguished merit, must look with a rational preference to her "naval heroes, without whose aid the utmost efforts of profound "learning, political skill, or military prowess, would never have pro-"duced the faintest gleam of her present prosperity."

ROYAL REGISTER.

BIOGRAPHICAL MEMOIR OF

EARL HOWE.*

"PATIENT OF TOIL; SERENE AMIDST ALARMS;
"INFLEXIBLE IN FAITH; INVINCIBLE IN ARMS." Beattie.

THE Right Honourable Richard Earl Howe, the distinguished veteran of the British Navy, is the second son of Sir Emanuel Scrope, the second Lord Viscount Howe, Baron of Clonawley, who was appointed Governor of Barbadoes in May 1732, and Maria-Sophia-Charlotte, eldest daughter to the Baron Kielmansegge, Master of the Horse to George the First, as Elector of Hanover.

The Baroness Kielmansegge †, was daughter to Count Plater of the German Empire; and was herself first created Countess of the province of Leinster in Ireland, and

* Admiral of the Fleet, General of Marines, Knight of the Garter, of his Majesty's most honourable Privy Council, and one of the elder Brethren of the Trinity House.

† An account of this lady is given by Lord Orford.

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afterwards Baroness of Brentford, and Countess of Darlington in England. The family of Howe were of distinction in the counties of Somerset, Wilts, and Dorset, for several generations. The Manor of Langar, in the county of Nottingham, came into the possession of the family by the marriage of John Howe, Esq. with Arabella, daughter of the Earl of Sunderland; whose eldest son, Sir Scrope, was created a Baron and Viscount, and was succeeded by Scrope, the father of the present Earl Howe, in the year 1712.

His Lordship was born in, or near the year 1725. He lost his father early in life; who died March 29th, 1735, in Barbadoes, after having been three years governor of that island. At fourteen years of age his Lordship left Eton School, to share whatever peril the squadron destined for the South Seas, under Commodore Anson, might experience. Even at this age, there was an hardihood and intrepidity about the noble youth, that promised much;

"Dainties he heeded not, nor gaude, nor toy;"

and this probably induced his parents, to dedicate him to the naval profession.

The South Seas opened a scene adapted to his daring and enterprising spirit; and we may easily imagine with what youthful exultation he embarked, for the first time, on board the Severn of fifty guns, commanded by the Honourable Captain Edward Legge*. His first voyage, gave the young mariner no inconsiderable idea of the various dangers, and continued fatigue both of body and mind, which were annexed to the profession he had embraced. On the arrival of the squadron off Terra D'El-Fuego, a most violent and continued tempest reduced it to the greatest distress. The situation of the Severn was particularly desperate; the fury of raging and contrary winds, formed a sea tremendous enough to strike the stoutest heart with terror. That fortitude which his Lordship has since displayed, during a long yet

* Uncle to the present Earl of Dartmouth; fifth son of William first Earl of Dartmouth.

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glorious career, was now first tried and confirmed. To use the expression of a celebrated writer, " he bore the blossom and the fruit at once."

Captain Legge returned to Europe as soon as his weakened and dispirited people had recovered a sufficient degree of strength at Rio Janeiro, where he was driven in by distress to navigate the ship. The next officer under whom our young sailor was placed, appears to have been Sir Charles Knowles, then commodore of a squadron * detached in the month of February 1743, by Admiral Sir Chaloner Ogle † to attempt the town of La Guira on the coast of Carraccas. Mr. Howe, who was at this time about eighteen years of age, served on board the Burford, commanded by Captain Franklin Lushington; one of the officers concerned in the capture of the well known prize, the St. Joseph. The squadron arrived on the Curaçoa coast on the 18th of February. The Burford suffered considerably in the action. Captain Lushington, having lost his thigh by a chain shot, died in two hours after he was landed on the 23d of February at Curaçoa, 1742-3.

The tender and grateful attachment which our young officer entertained for his captain, is pleasing to recollect, and must not be passed unnoticed. Being required to give evidence, relative to the conduct of the Burford, at a court martial, held subsequent to the action; he proceeded in a clear and collected manner, until he came to relate the melancholy death of his beloved and gallant friend. Though possessing the strongest nerves; nerves, which he has since proved, are not liable to be affected by those passions which often distract the minds, even of the bravest men; the keen emotions of his youthful heart so overcame his hitherto firm recital, that, unable to proceed, he requested the indulgence of the court, until he could sufficiently collect

* This squadron consisted of the Suffolk, and Burford of 70 guns, the Assistance, Norwich, and Advice of 50; the Eltham of 40; and the Lively and Scarborough of 20.

† Uncle to the present Admiral Ogle, whose son has the command of the Medeager.

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himself. He then related, that Captain Lushington, having his thigh shot off, continued giving direction to his first lieutenant, until he sunk down, fainting with loss of blood. He was then conveyed to the cockpit.—I was soon sent, said the young officer, by the first lieutenant for orders, *My dear Howe*, said the noble Lushington, on seeing him approach, *I have received a mortal wound:—tell the lieutenant to use his own judgment*. He was proceeding to relate the death of his brave commander, when he again burst into a flood of tears, and retired.

Soon afterwards, Mr. Howe was appointed acting lieutenant, by Commodore Knowles, and in a short time came to England with his ship. His commission not being confirmed by the Admiralty, he returned to his patron in the West Indies; where he was made a lieutenant of a sloop of war. An opportunity here offered to display his active and resolute character. An English merchantman had been captured, at the Dutch settlement of Eustatia, by a French privateer, under the guns and protection of the governor; who disregarded the transaction. Lieutenant Howe, unable to bear such an insult to his country, was, at his own earnest request, sent with orders to claim her for the owners; but not meeting with that reply which national faith, and justice demanded, he desired leave to go with the boats, and attempt the cutting her out of the harbour. It was in vain that the captain represented the danger of so adventurous an attempt. The ardour of this young officer was permitted to operate; and the event shewed, that his prudence in conduct was equal to the energy of his original conception. The vessel was cut out, and carefully restored to the proprietors.

In the eventful year of 1745, Lieutenant Howe was with Admiral Vernon in the Downs; whose flag, in the month of August, was flying on board the St. George in Portsmouth harbour; but his squadron being soon afterwards equipped, he removed into the Norwich, and sailed for the Downs, where he continued, the intervals of cruising ex-

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cepted, during the greatest part of the ensuing winter *. Lieutenant Howe was about this time raised to the rank of commander, in the Baltimore sloop of war; which joined the rest of the squadron, on the coast of Scotland, under the command of Admiral Smith.

In the journal of the siege of Fort William, the conduct of Captain Howe, at this period, is thus recorded.—"The "Baltimore, Captain Howe, went up towards Killarndy "Barns, on Tuesday, March 1, 1746, in order to protect "the landing of our men. He fired several shot, and threw "some cohorn shells; and set one hovel on fire; but could "not attempt landing, for the rebels were intrenched by "an hollow road or rill, and in great numbers. The Bal- "timore's guns being only four pounders, had no effect on "the stone walls of these barns, which the rebels had before "loop hooled."

During the cruise off the coast of Scotland, an action took place, which stamped the character of Captain Howe for ever, as a most able and intrepid officer. The Baltimore, in company with another armed vessel, fell in with two French frigates of 30 guns, crouded with troops and ammunition for the Pretender. Captain Howe immediately ran the Baltimore between them, and almost close on board one of the ships. A desperate and bloody action commenced. After fighting with that singular coolness and resolution which have since so much distinguished his character; he was at length severely wounded by a musket ball in the head, and carried off the deck, to all appearance dead. The anxiety of the crew for their young hero, was however but of short duration. With medical assistance he soon discovered signs of life; and during the painful dressing of his wound, cheered and encouraged the ardour of his men. Scarcely was the operation finished, when he flew again to his post, and was received with shouts of joy by

* Charnock's Biog. Navalis. v. 3. Article Vernon.

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the sailors. The action was now continued with redoubled spirit, until the French Ships sheered off, leaving the Baltimore in so shattered a state, that she in vain attempted to pursue them. Such was the vestibule through which his Lordship advanced to the temple of fame. He was immediately raised by the Admiralty to the post list of captains, and on the 10th of April 1746, appointed to the Triton frigate, destined for the coast of Scotland.

Being ordered, with the Triton, to Lisbon, he there found the Rippon commanded by Admiral Holburne; who being indisposed, and destined for the coast of Guinea, they changed ships. Having visited that station, Captain Howe joined his early patron Admiral Knowles at Jamaica; and was by him appointed first captain of his ship, the Cornwall of 80 guns. At the conclusion of the war in 1748, he returned with her to England; enjoying a character, completely established for an high sense of honour, and every principle that constitutes a brave and valuable officer.

In March 1750-51, Captain Howe was appointed to the command of his Majesty's ships on the coast of Guinea, in La Gloire of 44 guns. On his arrival at Cape Coast, the governor and council represented to him the ill treatment they had received from the Dutch Governor General Van Voorst. Justly indignant at their recitals, Captain Howe prepared his own ship, and the Swan sloop; and proceeding immediately with them, anchored as near the Dutch castle, as the depth of water would permit. In this situation he sent a letter, by Captain Digges, to the governor general, demanding immediate satisfaction, in favour of the English merchants, and a release of all the free negroes who were imprisoned. The Dutchman sending an evasive answer to the first demand, and an absolute refusal to the second, Captain Howe sent another letter to acquaint him, that he should immediately execute his orders; which were to distress those who interrupted the commerce of his countrymen to the utmost in his power. Captain Howe's

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vigilance in cutting off all communication with the Dutch ships soon reduced the governor to reason, when every difference was finally adjusted.

At the close of the year 1751, Captain Howe was appointed to the Mary yacht, as successor to Captain Allen, then deceased; but quitted this station in the month of May 1752, on being commissioned to the Dolphin frigate. He was soon afterwards ordered to the Straits; and employed in many difficult services, which he executed with his usual spirit. In the course of the year 1754 he returned to England; and at the beginning of the ensuing one, obtained the command of the Dunkirk of 60 guns, one of the ships that were commissioned, in consequence of the apprehended rupture with France.

The Government of Great Britain, roused by the intelligence that a powerful armament was preparing in the ports of Rochefort and Brest, which was destined for America, ordered a squadron to be immediately equipped: and towards the end of April 1755, Admiral Boscawen sailed with eleven ships of the line, and one frigate *. But more certain and particular intelligence arriving soon after, respecting the strength of the French fleet, which consisted of twenty-five ships of the line, besides frigates and transports, commanded by E. Bois de la Mothe; Admiral Holburne was detached with six ships of the line, and one frigate, to reinforce him †. In this fleet Captain Howe had the command of the Dunkirk of 60 guns; to which ship he had been appointed in March. The British Admiral with a view to obstruct the passage of the French fleet into the Gulph of St. Lawrence, took his station off the banks of Newfoundland; but, under cover of the thick fogs, which so commonly prevail in those northern latitudes, the French commander eluded his vigilance. However, whilst the British Fleet lay off Cape Race, which is the southernmost point of Newfoundland, and was thought to be a situation

* Smollet's Continuation, v. 3. † Belsham's Geo. 2. v. 2.

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the best adapted for intercepting the enemy; on the 8th of June at sun-rise *, the fog clearing up, there appeared the Alcide, of 64 guns, and the Lys pierced for 54, but mounting only 22, having eight companies of land forces on board. These ships had been separated from the rest of the fleet, under M. Bois de la Mothe, in the fog.

Captain Howe, with a press of sail, came first alongside the sternmost ship, the Alcide, at twelve o'clock; and, hailing the captain, delivered his orders, that he should go immediately under the English admiral's stern. Monsieur Hoquart quaintly asked *whether it was peace or war.* Captain Howe repeated his orders; and generously exclaimed, *Prepare for the worst, as I expect every moment a signal from the flag-ship, to fire upon you, for not bringing to.* The ships being now close together, Captain Howe had an opportunity of seeing the officers, soldiers, and ladies, who were assembled on the deck. He on this took off his hat, and told them in French, that as he presumed they could have no personal concern in the contest, he begged they would leave the deck; adding, that he only waited for their retiring to begin the action. Captain Howe then for the last time demanded that the Frenchman should go under the English admiral's stern. Monsieur Hoquart still vehemently refusing, was informed that the signal † was out to engage. He replied, with the civility and *sang froid* of his nation, *Commencez s'il vous plait!* to which Captain Howe answered, *S'il vous plait, Monsieur, de commencer!* Orders to begin the action were given by both nearly at the same instant. After the first broadside, the most dreadful groans, and screams, were heard from the Alcide: every shot of the Dunkirk went through, all her guns being double shotted with round shot. In about half an hour the Alcide struck to the Dunkirk, her inferior in rate, guns, and men. Captain Howe, perceiving this, generously exclaimed, "My lads!

* From an extract of a private letter then published.

† The red flag hoisted at the fore-top-gallant-mast head.

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"they have behaved like men, treat them like men!"—The Lys surrendered to the Defiance, Captain Andrews.

Thus did Captain Howe strike the first blow of that memorable war, in which the naval honours of Great Britain were carried to an higher pitch than had been yet attained. The Alcide had on board nine hundred men, chiefly land forces. The general was killed. The governor of Louisbourg, and four officers of note were taken prisoners, with £.30,000 sterling. We have inserted, an interesting letter, written by an officer on board the Dunkirk, to give our readers a more correct and adequate idea, of this memorable action *.

"*Dunkirk, at Sea, June* 13, 1755.

* "You know we sailed from Plymouth the 27th day of April. We spoke but with two ships till we made Newfoundland, which was the 1st day of June: where we cruised about to meet the French fleet. On Saturday June the 7th we made a sail; and, as our ship is the best sailer, we gave chace, by signals from the admiral. They made all the sail from us they could croud. Our fleet followed us; but, as we sailed best, it came to our lot to engage, which we had orders to do if they did not comply with our directions. On Sunday about noon we came alongside the Commodore, a new ship of 64 guns (the other two made sail and run away). While he spoke with us, our captain ran so close to him that we were yard arm and yard arm. We had cleared our ship for order of fighting; so had the Frenchman. Our captain ordered him to go down, under our admiral's stern, to speak to him, which he refused to do, upon which our captain gave orders for firing; but first observing a great number of land officers standing upon deck, in a very dangerous place, generously warned them of the peril they were exposed to; and advised them, as it was not their duty to defend the ship, to remove out of the way before he began the engagement, which advice they accordingly took; and then poured in a full broadside, and a volley of small arms, which he as readily returned: and so the pastime began, which lasted nearly two glasses, with as much fury on both sides, as all judges of the fleet ever knew: when, to the glory of the Dunkirk, she struck just as our fleet came up to us. The first broadside we silenced three of her lower deck guns, and killed forty of their men, and seven officers; which, with what we killed afterwards, made her an entire slaughter-house. She had 700 men, and we had but 420, boys and all. We had our first lieutenant wounded, and seven men killed, and about as many wounded; but she has trimmed our sides pretty well, for her shot has pierced us through in a great many places. Our main mast is shot through, our main top mast shivered, most of our sails so wounded we are forced to bend new ones; all our booms, spare masts, and yards, shot to pieces; our rigging, when we return, must be all new; our barge and yawl shot full of holes; we had one shot between wind and water.

"The Dunkirk's guns, in the above skirmish, were all double shotted every round; and being yard arm and yard arm, did such terrible execution, that the

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It was about this period, that Captain Howe was hastily awakened in the middle of the night by the lieutenant of the watch: who informed him in great agitation, that the ship was on fire near the gun room. "If that be the case," said this resolute officer, rising leisurely to put on his clothes, "we shall soon know it." The lieutenant flew back to the scene of danger, and instantly returning exclaimed—"You need not, Sir, be afraid, the fire is extin-"guished." "Afraid!" exclaimed Captain Howe, "what "do you mean by that, Sir? I never was afraid in my life:" and looking the lieutenant full in the face, he added; "How "does a man feel, Sir; when he is afraid? I need not ask "how he looks."

A well planned and vigorous descent on the coast of France, being in 1757 * much desired, with a view to give a decisive blow to the marine of that kingdom, as well as to make a diversion in favour of the Prussian monarch, and the Duke of Cumberland; a powerful fleet was ordered to be got in readiness, under the command of Sir E. Hawke; and Rear Admiral Knowles was appointed second in command. On the 20th of September the fleet made the Isle of Oleron; and then Sir E. Hawke ordered the vice Admiral to proceed to Basque road; to stand in as near to the Isle of Aix, as the pilot would carry him, with such ships of his division, as he thought necessary; and to batter the fort, until the garrison should either abandon it or surrender.

On the 22d of September, the fleet entered the bay called the Road of Basque, between the islands of Rhee and Oleron. About eight the next morning, Admiral Knowles in the Neptune, with the Magnanime †, the Barfleur, America, Alcide, Burford, and Royal William, made sail towards

officers of the Alcide could not keep the men to their quarters; and ran one of them through in order to deter the others: but all would not do, the Frenchmen not liking such warm work; and Monsieur le Commodore himself, when he was brought prisoner on board the Dunkirk, told our brave Captain Howe, *That it was cruel to engage so very close!*"

* Smollet's Continuation, vol. iv.

† Taken in 1748 by Sir E. Hawke.

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Aix. Captain Howe in the Magnanime led the van*. At half past twelve the fort upon the island began to fire: but he continued to advance, without exchanging a single shot; continually urging his pilot to lay his ship as close to the fort as possible. He dropped his anchor under the very walls; it was, however, near an hour, before the fort struck her colours. The French pilot who was on board the English fleet, being asked by a court of enquiry which afterwards took place, why he preferred Captain Howe to lead before any other ship, replied—*Parcequ'il est jeune et brave.*

Two squadrons by the latter end of May 1758, were in readiness for sailing: the greater under Lord Anson, the smaller under Commodore Howe. On the first of June a day auspicious to the name of Howe, the fleet sailed from St. Helen's; but soon separating, Lord Anson with the line of battle ships, stood away to the westward, and proceeded to block up the French fleet at Brest; whilst Commodore Howe in the Essex steered with the squadron athwart channel †. The night proved so tempestuous, that one of the store ships rolled away her masts. About eight the next morning, they made Cape la Hogue; the commodore directing his course between the continent and the island of Alderney. This channel is called the Race of Alderney, on account of the uncommon rapidity of the torrent. Commodore Howe was the first Englishman ‡ who was bold enough to sail with a fleet of ships through this dangerous pass. On the 4th Commodore Howe came to an anchor within three leagues of St. Malo. Next morning he weighed before break of day, and stood into the Bay of Cancalle; so called from a village of that name, where the troops were intended to land. Having destroyed an hundred sail of shipping and many magazines, the fleet next reconnoitred the town of Granville, on the coast of Normandy. From thence it moved towards Cherbourgh, when the troops

* Campbell's Lives, vol. iv. New Ed.
† Account of the expedition by an officer.
‡ Vid. European Magazine, vol. ii.

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were prevented from landing by an heavy gale blowing in to the shore. On the first of July the fleet returned to St. Helen's.

This expedition was soon followed by another, in which Prince Edward*, afterwards Duke of York, was appointed to go, that he might form himself for the service of his country by contemplating the many virtues of his brave and renowned commander. Prince Edward arrived at Portsmouth on the 24th of July, and embarked on board the Essex, Commodore Howe's flag ship. He came from the dock-yard in the Essex's twelve-oared barge, attended by Lord George Sackville, and Admiral Holburne. His Royal Highness went through all the detail of a midshipman's duty with the utmost cheerfulness.

On the 1st of August 1758, the fleet set sail from St. Helen's, and on the 6th in the evening came to an anchor in the Bay of Cherbourgh. A few shells were thrown into the town that night. In this expedition the town was taken, and the bason totally destroyed: together with all the forts in the neighbourhood; and about twenty pieces of brass cannon were secured on board the English ships. A small contribution was levied upon the town. This service being happily performed, the fleet set sail for the coast of England, and anchored in the road of Weymouth, under the high land of Portland.

Commodore Howe next sailed towards St. Maloes. By his secret instructions he was ordered to keep the coast of France in continual alarm; to make descents and attack any place that might be found practicable, between the east point of Normandy and Morlaix.

Whilst the fleet was bringing to, the commodore with Prince Edward, went off in his barge to reconnoitre the shore. As soon as the troops were landed, it became evident that the design, however boldly planned, was impracticable. The bay of St. Lunaire is so extremely rocky, that it was

* In June 1759 His Royal Highness was appointed commander of the Phœnix, a new ship of 44 guns.

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necessary to separate the fleet from the land forces. The commodore therefore moved to the more secure bay of St. Cas, about three leagues to the westward.

In the midst of the carnage, which took place on the retreat of the British troops from thence; in the midst of a fire that staggered the bravest seamen, Commodore Howe exhibited a noble instance of fortitude. He ordered his barge to be rowed through the thickest of the fire; and standing up, encouraged the men by his voice and attitude. As many as his own boat could possibly contain were repeatedly taken in. The rest of the fleet, inspired by such an example, shewed by their actions, that it was not given in vain. About 700 men were by this means saved, who would otherwise have been destroyed. It was a service attended with the utmost peril and personal risk :—in several of the boats, ten or twelve men, out of twenty, were killed; and in one of them, sixteen with a lieutenant.

In the month of July in this year (1758), Commodore Howe lost his brother, Lord Howe. That brave officer was killed in the skirmish between the advanced guard of the French, and the troops commanded by General Abercrombie, in the expedition against Ticonderago. "Like his brother, he was the first *," says the historian, "to endure hunger, and to support fatigue. His officers and soldiers readily obeyed the commander, because they loved the man. It adds, indeed, to the glory of such a death, and to the consolation of his country; that we still possess the heir of his titles, his fortunes, and virtues; whilst we tremble to see the same virtues exposing themselves to the same dangers †."

Commodore Howe, now about thirty-three years of age, succeeded to the distinction and property of his family. At

* Dodsley's Annual Register, 1758. See also the affecting address of Lady Howe to the Freeholders of the County of Nottingham on her son's death.

† An appropriate article, published in the public prints about this time, entitled Ship News for the year, shews in what high estimation Lord Howe was always held by the nation at large—"Remain in the harbour, with his "Majesty's ships, as per last, the True Briton, Captain Granby; the Friend's "Goodwill, Barington; and the HEART OF OAK—HOWE."

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this period he was Baron of Clonawly in Ireland, and an English baronet. On the 10th of March (1758) he married Mary, daughter of Chiverton Hartop *, Esq. of Welby, in the county of Leicester. His issue by this lady is Lady Sophia Charlotte, married to the Honourable Pen-Asheton Curzon, eldest son of Lord Curzon, who is lately dead; Lady Mary Indiana; and Lady Louisa Catharine, married to the present Earl of Altamont.

In the following year (1759) his lordship was employed in the Channel, on board his old ship the Magnanime; having immediately on his return into port, removed to her from the Essex. No particular opportunity offered to distinguish himself, until the month of November, at the memorable defeat of the Marquis de Conflans. On his arrival in England, being introduced to the late king, by Sir Edward Hawke, his Majesty thus expressed his high opinion of his conduct, "*Your life, my Lord, has been a continued* "*series of services to your country.*"

On the 22d of March 1760, he was appointed Colonel of the Chatham division of Marines. In September, he was ordered by Sir E. Hawke, in the Magnanime, with the Bedford and Prince Frederic, to reduce the French fort on the Isle of Dumet. It surrendered after a slight resistance; and a considerable expence, by this acquisition, was saved the nation, in the article of transports employed to carry water for the use of the squadron.

During the year 1761, no particular mention is made of his Lordship out of the ordinary routine of service. In 1762 he commanded in turn with Sir Thomas Stanhope, the squadron stationed in Basque Road, and off the coast of France. Towards the middle of the summer he removed into the Princess Amelia, of 80 guns, having accepted the command, as captain to his Royal Highness the Duke of York, Rear Admiral of the Blue; serving as second in command under Sir E. Hawke in the Channel.

* Colonel Hartop, we believe, was for some time Governor of Plymouth.

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On the 23d of August 1763, his Lordship was appointed to the Board of Admiralty; a station which he continued to hold, through two commissions, until the 30th of August 1765. He was then made Treasurer of the Navy: and, on the 18th of October 1770, when he resigned this post, as well as his Colonelship of Marines, was promoted Rear Admiral of the Blue and Commander * in chief in the Mediterranean. He experienced no farther advancement † until the 31st of March 1775, when he was appointed Rear Admiral of the White; and on the general election, which took place in the same year, was chosen member for the borough of Dartmouth. On the 7th of December 1775, according to the Admiralty List, he was made Vice Admiral of the Blue.

We now come to a very critical and important part of his Lordship's life; his conduct during the American war. Much as we wish to dwell on it, we are obliged, from the nature of our work, and the attention we have already paid to this distinguished veteran, to be concise. Faithful and upright as have been all his actions; there was a time, when ignorance, or party rage, endeavoured to hurt his reputation as a seaman, his honour as a man, and his loyalty as a British subject.

His Lordship was nominated commander in chief of the fleet to be employed on the American station, soon after his promotion of Vice Admiral of the Blue. Having hoisted his flag on board the Eagle of 64 guns, equipped for him, he arrived off Halifax on the 1st of July 1776. Every enterprize‡ in which the fleet was concerned, was uniformly successful; every undertaking, that was proposed by the general on shore, was warmly supported by the fleet. The conquest of

* It was in consequence of this, that Lord Hawke, then First Lord of the Admiralty, rose in the House and said—"I advised his Majesty to make the "appointment—I have tried my Lord Howe on important occasions: he "never asked me how he was to execute any service, but always went and "performed it."

† In 1771, Lord Howe's flag was flying on board the Barfleur.

‡ Charnock's Biog. Nav.

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New York, of Rhode Island, of Philadelphia, of every settlement within the power or reach of a naval force, are irrefragable proofs of his abilities and attention.

In the year 1778*, France having become a party in the war, in direct contradiction to all its declarations to our court, D'Estaing appeared on the 11th of July, unexpectedly, in sight of the British fleet at Sandy Hook, with a large force of line of battle ships in complete condition; and this squadron was said to have no less than 11,000 men on board. Most of the ships under Lord Howe had been long on service, and were wretchedly manned, with no line of battle ships of the present day. The terror, however, of the British flag, and the very name of its noble commander, staggered the resolution of D'Estaing, who continued seven days inactive at anchor about seven miles without the Hook; until the exertions of Lord Howe had taken their full effect, and the judicious, defensive dispositions, which he had made, were completed.

On D'Estaing's leaving the Hook, Lord Howe heard of the danger of Rhode Island, and attempted every thing that was possible for its preservation. He put to sea on the 9th of August, and arrived off the island the same evening. In his subsequent conduct he determined to act on the defensive; the safety of his whole fleet, and consequently of all the British dominions in America depended on the event. Thus with honour to himself, and advantage to his country, did this distinguished naval commander bring the campaign, with his powerful adversary, to a conclusion. With an inferiority of force, which held out mere preservation as the summit of hope; he, by a continued and rapid succession of the greatest possible exertions, masterly manœuvres, and judicious measures; having first counteracted, and at length defeated, all the views and attempts of his enemy, obliged him to fly for refuge to those new allies, whom he came to protect.

* On the 29th of January, 1778, Lord Howe was advanced Vice Admiral of the White; and on the 19th of March was raised to the same rank in the Red squadron.

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At his return into port Lord Howe resigned the command to Mr. Byron, and came to England in the Eagle. He arrived at St. Helen's on the 25th of October, and immediately struck his flag.

On the memorable change of ministry, in the spring of the year 1782, Lord Howe was advanced to the dignity of a Peer of Great Britain, by the title of Viscount Howe of Langar, in the county of Nottingham: his patent bearing date April 20th. On the 8th of the same month he had been previously advanced to the rank of Admiral of the Blue. He now accepted the command of the fleet equipping for the relief of Gibraltar. The British fleet *, with its convoy, entered the Streights on the morning of the 11th of October, and about five o'clock in the afternoon arrived off the Bay.

Respecting this relief of Gibraltar, it has been justly said—"That foreign nations acknowledge its glory, and every future age will confirm it. Not only the hopes, but the fears of his country, accompanied Lord Howe. The former rested upon his consummate abilities, and approved bravery; while the latter could not but look to the many obstacles he had to subdue, and the superior † advantage of the fleet that was to oppose him. Nevertheless, he fulfilled the grand objects of the expedition; the garrison of Gibraltar was effectually relieved, the hostile fleet baffled and dared in vain to battle; and the different squadrons detached to their important destinations; while the ardent and certain hopes of his country's foes were disappointed ‡."

Lord Howe returned from this expedition, on the 10th of November 1782, and arrived in safety at Portsmouth. The Corporation of London, in common council assembled, ordered an historical picture of the siege and relief of Gibraltar

* Vice Admirals Barrington and Milbank, Rear-Admirals Hood and Hughes, and Commodore Hotham, had their flags flying in it.

† The English fleet consisted of 34 ships of the line:—the combined fleets originally of fifty. A gale of wind which arose on the 10th, drove six from their anchors.

‡ Royal Register.

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to be executed by Mr. Copley, as a testimony of respect to Lord Heathfield the governor, and Earl Howe commander of the fleet, as well as the soldiers and sailors for their gallant conduct.

Peace was concluded almost immediately after Lord Howe's return. On the 28th of January 1783, he was nominated First Lord of the Admiralty, which office he resigned to Lord Viscount Keppel on the 8th of April following; but again succeeded to it on the 30th of December in the same year. On the 24th of September 1787, he was advanced to be Admiral of the White. On the 16th of July 1788, he finally quitted his station at the Admiralty, which he had occupied so much to the satisfaction of his country; and on the 19th of August following, was created an Earl of Great Britain, by the title of Earl Howe.

In 1790, until the Queen Charlotte was ready, he hoisted his flag on board the Victory. On the 15th of April that ship, which is become so renowned by the brilliant actions of its commander, was launched at Chatham, in the presence of several persons of the first distinction, and a numerous croud of spectators. A naval prince of the blood, his Royal Highness the Duke of Clarence, named it after her present Majesty.

On the commencement of the war with France, in 1793, his Lordship at the particular request of his sovereign, accepted the painful and arduous command of the Western Squadron. Powers, such as have been seldom delegated to any commander in chief, were wisely entrusted to his prudence. By the short cruizes which he made, the fleet was never obliged to remain long in harbour to refit: but was constantly ready to engage the enemy. He entirely altered the signals then in use, for others more simple and perfect; and, by the system he adopted throughout, prepared the way for the glorious successes which have followed. Yet still, such is the irritated state of the public mind, such a tendency does it possess to murmur, and so perfectly ignorant were the public in general of every thing relating to the nature and real objects of the Western squadron, that the very

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means which Lord Howe employed to insure, as far as man could insure, a certainty of victory, should the French fleet put to sea, were ridiculed at home in terms painful to recollect, and highly indelicate to repeat. At length the moment arrived when such prudence and foresight, as his Lordship had firmly resolved to exercise, enjoyed the glorious reward which they merited. On the 19th of May 1794, he received the news, off Ushant, that the French fleet, under the command of Rear Admiral Vallaret, with the representative of the people, Jean Bon St. Andre, on board the Admiral's ship La Montagne, had left Brest.

The services which Lord Howe rendered his country, in the month of June 1794, give an added lustre to the evening of a life, that was early dedicated to the defence of Great Britain. We shall rather dwell on the predominant features of this great event, than enter into a minute detail of the action. Some parts have been misrepresented, and others have been indistinctly considered.

The bravery, and perilous situation of Lord Howe on the 29th of May has been too much blended by the public, with his distinguished victory on the first of June. The future historian will be anxious to discriminate the various efforts of this intrepid spirit; that by viewing them in a separate light, he may justly appreciate their merit, and arouse posterity to an imitation of them.

Lord Howe *, about noon on the 29th of May, finding that the signal, which he had made for passing through the enemy's line, was not clearly understood by the headmost ships, and being impatient to close with the enemy, tacked himself, at a quarter past two, P. M. and broke through the French line of battle, about six or eight ships from the rear; making the Queen Charlotte the leading ship:

"His bark was stoutly timbered, and his pilot†
"Of very expert and approv'd allowance."

* From the MSS. of an officer on board a repeating frigate.

† Mr. Bowen, the distinguished master of the Queen Charlotte on this day, since deservedly raised to the rank of post captain, addressing Lord Howe

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He continued alone on the weather side of the French line for a considerable time, cut off entirely from the rest of his fleet; and, heaving instantly about, stood unappalled on the same tack with the enemy; raking a French three decker which had lost her fore topmast, and was edging down into the line.

The Bellerophon, who had tacked next in succession to the Queen Charlotte, resolutely followed so glorious an example; but could not penetrate the French line, until she came to the second ship, astern of the space, through which Lord Howe had passed: when bursting through, she passed so close to her opponent, as almost to touch, and totally unrig her; bringing down her top masts and lower yards, with a starboard broadside, and raking the one to leeward at the same time. The Leviathan, with the rest of the ships in the rear, also attempted passing the line; but they were so totally disabled as to be obliged instead to pass along the enemy's line to the rear.

From the 29th at night, until the 31st at noon, a fog prevented any thing decisive from taking place; at intervals only, when it cleared, could the enemy be discerned. The fog dispersed at half past one, and discovered the enemy in a line to leeward, seven miles distant. Lord Howe immediately formed the line; but the French ships keeping from the wind, prevented his closing with them. Seeing nothing could be effected that night, his Lordship made the signal to haul the wind on the larboard tack. The enemy soon after did the same; and then the English van was abreast their centre. The frigates in each fleet were placed in the middle, to observe the motions of their respective enemies; and the two fleets continued nearly in this situation during the night. The English carrying more sail in order to be abreast of the French by day light.

At length the eventful morning broke. The night had been passed by the English in firm, yet calm preparation

frequently during the action by his title, was heard by the officers on board to receive from him this grateful and animated reply:—Mr. Bowen, you call me My Lord! and My Lord!—you yourself deserve to be a Prince!"

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for the approaching contest: by the French in drunkenness and gasconade. At five A. M. Lord Howe made the signal to bear down. At seven, being within three miles of the enemy, the English fleet hauled their wind. Lord Howe after making the signals, that he intended to pass through the enemy's line, and engage to leeward, and that each ship was to steer for, and to engage, independent of each other, the ship immediately opposed in the French line; his Lordship bore away for the Montagne, a three decker, in the centre of the enemy. The Queen Charlotte for some time desisted from firing, not being able to reach the Montagne, which endeavoured to draw ahead. At this critical moment Lord Howe, with his usual coolness and resolution, though fired at by several of the enemy, set his top-gallant sails, and dashed through the line, with the signal flying for closer action. The engagement continued very violent until near one o'clock, when the dismasted ships first seemed to emerge from the smoke.

During the action the sailors' wives, who were on board some of the English ships, fought with the most determined valour at the guns, encouraging and assisting their husbands. After the action, seven ships of the line* were in possession of the English; one of which, the Vengeur, sunk almost immediately on being taken.

The number of the respective fleets, after the detachment from the English under Rear Admiral Montague, on the 4th of May, with the East India fleet, and the addition made to the French, by Admiral Nyelli's squadron, during the fog of the 31st, was nearly equal. According to Lord Howe's letter, dated at sea, June 2d, the French force, consisting of

* Le Juste, 80 guns; Sans Pareil, 80; L'Amerique, 74; L'Achille, 74; Northumberland, 74; L'Impetueux, 74; Vengeur, 74.—The Mont Blanc, 74; the Montagnard, 74; and L'Audacieux, 74; were so completely disabled, as to founder on their return to port, the one after the action of the 29th of May, the others after that of the 1st of June. The Revolutionaire was also captured on the 28th of May. Captain Parker, of the Audatious, who was detached from the fleet with her, would have had the honour of bringing this ship into port, had not Admiral Nyelli's squadron of nine sail, five of them of the line,

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26 ships of the line, was opposed to his Majesty's fleet of 25, the Audacious having parted company, with the Revolutionaire.

Never had two fleets, met in those, or indeed in any seas, more resolutely determined to conquer, or to die. Victory or Death was emblazoned in gilt letters, on small white silk flags, which were distributed in different parts of the French ships. The French fleet was the strongest they had ever brought to sea: and it was their firm intention, had they succeeded, to have sailed immediately for the anchorage at Spithead.—What a moment of national humiliation was averted by British valour! Every thing that could possibly tend to animate their sailors, even to a degree of phrenzy, had been ordered. Brandy*, in very liberal quantities, was served during the action between the guns; and some of the crews, in a state of savage ferocity, mixing it with gunpowder, drank in no very gentle terms destruction to Great Britain.

Among the false reports that have prevailed, respecting this glorious action, is the fabricated story relative to the patriotic enthusiasm of the crew of the Vengeur †. We have been told that at the moment the ship was sinking, the air resounded with cries of *Vive la Republique! Vive la Liberté!* &c. Such an account but ill accords with the squallid and melancholy figures of those poor wretches, who were rescued from a watery grave by British humanity. If they uttered any shout, it was to thank their deliverers.

On the morning of June the 13th the fleet with the prizes were seen from Portsmouth in the offing. Crowds of eager spectators lined the ramparts and beach. When the Queen Charlotte had come to anchor, a salute was fired from the battery. About half past twelve his Lordship landed at

chased him on the morning of the 29th, and recaptured the prize. The Audacious, though harassed by the enemy's frigates, made her escape from a very superior force.

* From the information of officers who were in the action.

† Although the French colours in this ship were hauled down before she was boarded, the English boats would not come alongside of her, until the French had in the most unequivocal manner, shewed their submission, by hoisting the British Union above the republican colours.

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Sally Port, when a second discharge of artillery took place. He was received on his landing with military honours and reiterated shouts of applause, the band of the Gloucester regiment playing, "See the conquering hero comes!" It was a scene that baffles description! The surrounding spectators alternately cheered and wept.

Their Majesties, with three of the Princesses, arriving at Portsmouth on the 26th, proceeded next morning in barges, to visit Lord Howe's ship the Queen Charlotte at Spithead *. His Majesty held a naval levee on board, and presented the veteran commander with a diamond hilt and sword, valued at 3000 guineas; and a gold chain, to which the medal †, given on the occasion is suspended. His Lordship also received the thanks of both houses of parliament, and of the common council of London, with the freedom of that city in a gold box. Lord Howe was obliged, on account of ill-health, to resign the command in the Channel, in May 1795; on the 18th of March in the ensuing year, he kissed hands, being appointed General of Marines, vacant by the death of Admiral Forbes.

Lord Howe finally resigned the command of the Western Squadron, in April 1797. Lord Bridport, who for some time had acted in that capacity, succeeded to this anxious and fatiguing service; and Vice Admiral Sir Alan Gardner became, in consequence, second in command. The conduct of Lord Howe, during the mutiny in 1797 ‡, was as commendable as it was arduous. The difficulties he had to encounter, would almost baffle the exertions of the human mind. The kingdom contemplated, with a degree of unusual anxiety, this venerable character, whose head was silvered o'er with age and long service, struggling at the close of life, to with-

* Lord Howe, with the genuine modesty of a seaman, nobly transferred the compliments paid himself, to his crew, by saying with an emphasis that marks his character—"'Tis not I! 'tis those brave fellows," pointing to the seamen, "who have gained the victory!"

† How glorious would be an order founded on such an origin, and devoted entirely to naval merit.

‡ On the 2d of June 1797, Earl Howe was invested with the insignia of the garter.

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stand the insidious artifice of the enemy, which threatened to lay the proudest honours of Great Britain in the dust. He felt humanely for those who were infected by the noxious poison, and strove with parental tenderness in their behalf. He stood like the guardian genius of his country, between the dead and the living, and stayed the plague.

Such has been, such is, and, in the contemplation of distant ages, such will be, the Right Honourable Richard Earl Howe:

" Alofte he bore
" The British standarde to that ruthlesse coaste,
" Where Gallicke streamers deeply stain'd with bloode,
" Brav'd the indignant skie! there proudly conquer'd;
" Oh, noblie done! With laurel wreathe well grac'd,
" Nowe let the veteran chiefe seek calme retreate,
" Cheer'd by the radiance of his settinge sunne."

Sir Scrope Howe, the first Viscount, grandfather to the present Earl, was born in 1648; and created a Baron and Viscount by King William in 1701. He was twice married. First to Anne, sixth daughter to John the eighth Earl of Rutland, and afterwards to Juliana daughter to William, Lord Allington, of Horsheath, in the county of Cambridge.

If the present Earl dies, without male issue, his Irish honours descend to his brother Sir William Howe. The English earldom, and viscounty, will be extinct, and the English barony will belong to his daughters, and their heirs male. The baronetcy descends also to Sir W. Howe.

ARMS.] *Or*, a fess between three wolves heads, couped, *sable*.
CREST.] In a ducal coronet, *or*, a plume of five feathers, *azure*.
SUPPORTERS.] Two Cornish choughs, *proper*, beaked and membered, *gules*.
MOTTO.] Utcunque placuerit Deo.
CHIEF SEAT.] At Langar Castle, in the county of Nottingham.

DESCRIPTION OF THE ANNEXED PLATE.

Plate I represents the *Queen Charlotte*, on the 29th of May 1794, upon the starboard tack, under double-reefed topsails, having led through the French line of battle.

This view is supposed to be taken from the eastward, in order to shew the extent of the enemy's line, which is on the larboard tack. The manner of passing through it is exemplified by the *Bellerophon*, Rear Admiral PASLEY, whose ship is firing on both sides, as she passes. The Queen Charlotte and Bellerophon are taken from correct sketches of those ships.

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Lord Howe engaging the French fleet, June 1st 1794.

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NAVAL ANECDOTES, DETACHED HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

No. I.

LORD HOWE, on the 1st of June, observing a little boy standing in a dangerous situation, and feeling for his tender years, yet unaccustomed to endure the shock of such contention as was about to take place, said to him, "You had better go below, you are too young to be of "service here."—"My Lord," replied the blushing boy, "what would my father say, if I was not to remain upon "deck during action?"

NAMES of the OFFICERS killed in the action with the *French Fleet*, on the 29th and 30th of *May*, and on *June* 1st, 1794.

Ships Names.	*Officers Names.*	*Rank.*
Royal Sovereign,	Mr. W. Ivey,	Midshipman.
Marlborough,	Abr. Nelson,	Ditto.
Defence,	William Webster,	Master.
	John Fitzpatrick,	Boatswain.
Impregnable,	David Caird,	Master.
Tremendous,	Francis Ross,	First Lieutenant.
Queen Charlotte,	R. Rawlence,	Seventh Ditto.
	John Neville,	Lieut. Queen's Reg.
Queen,	William Mitchell,	Master.
Royal George,	George Heigham,	Eighth Lieutenant.
	John Hughes,	Midshipman.
Montagu,	James Montagu, Esq.	Captain.
Glory,	George Metcalfe,	Master.
	David Greig,	Midshipman.
Brunswick,	Alexander Saunders,	Capt. 29th Reg.
	Thomas Dalton,	Master's Mate.
	James Lucas,	Midshipman.

Captain John Harvey, of the Brunswick, and Captain Hutt of the Queen, both died on the 30th of June, in consequence of the wounds they received in this action.

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LIST of FLAG OFFICERS in the FLEET, on the *First of June* 1794.

Right Honourable Richard Earl Howe, Commander in Chief.
Thomas Graves, Vice Admiral of the Red.
Sir Alexander Hood, K. B. Ditto.
George Bowyer, Rear Admiral of the White.
Benjamin Caldwell, Ditto.
Alan Gardner, Ditto.
Thomas Pasley, Ditto.
Sir Roger Curtis, First Captain to the Commander in Chief.

BRITISH LINE OF BATTLE given by Lord Howe on sailing from *St. Helen's*, May 2d, 1794.

	Ships Names.	*Guns*	*Captains.*
	Cæsar	80	Cap. Anthony James Pye Molloy.
	Bellerophon	74	Rear Admiral T. Pasley. / Capt. William Hope.
	Leviathan	74	Right Hon. Lord Hugh Seymour.
	Russel	74	Capt. John Willett Payne.
Niger, 32, Hon. A. K. Legge, Repeater.	Marlborough	74	Hon. George Berkeley.
	Royal Sovereign	100	Admiral T. Graves. / Capt. Nicholls.
	Audacious	74	Capt. William Parker.
	Defence	74	Capt. James Gambier.
	Impregnable	90	Rear Admiral B. Caldwell. / Capt. George B. Westcott.
	Tremendous	74	Capt. James Pigott.
	Culloden	74	Capt. Isaac Schomberg.
	Invincible	74	Honourable Thomas Pakenham.
	Barfleur	98	Rear Admiral G. Bowyer. / Capt. Cuthbert Collingwood.
Latona, 32, C. Thornborough.	Arrogant *	74	Capt. J. Hawkins Witshed.
	Theseus *	74	Capt. R. Calder.
Phaeton, 38, W. Bentinck.	Gibraltar	80	Capt. T. Mackenzie.
Southampton, 32, Hon. R. Forbes.	Queen Charlotte	100	Admiral Earl Howe. / Captain Sir Roger Curtis, Knt. / Capt. Sir And. Snape Douglas, Kt.
	Brunswick	74	Capt. John Harvey.
Venus, 32*, W. Brown.	Valiant	47	Capt. Thomas Pringle.
	Orion	74	Capt. John Thomas Duckworth.
Pegasus, 28, R. Barlow, Repeater.	Queen	98	Rear Admiral Alan Gardner. / Capt. John Hutt.
	Ganges*	74	Capt. Truscott.
	Ramillies	74	Capt. Henry Harvey.
	Bellona *	74	Capt. George Wilson.
	Alfred	74	Capt. John Bazely.
	Royal George	100	Admiral Sir Alex. Hood, K. B. / Capt. William Domett.
Aquilon, 32, Hon. R. Stopford, Repeater.	Montagu	74	Capt. James Montagu.
	Majestic	74	Capt. Charles Cotton.
	Glory	90	Capt. John Elphinstone.
	Hector*	74	Rear Admiral G. Montague. / Capt. L. W. Halsted.
	Alexander*	74	Capt. Richard Rodney Bligh.
	Thunderer*	74	Capt. Albemarle Bertie.

* These ships were detached to convoy the East India fleet on the 4th of May.

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OFFICERS of the QUEEN CHARLOTTE.

Sir Andrew S. Douglas - -	Captain.
John Cochet - - - -	First Lieutenant.
Thomas Larcom - - - -	Second Ditto.
Walter Lock - - - -	Third Ditto.
Richard Rusdell - - - -	Fourth Ditto,
Bernard Hale - - - -	Fifth Ditto.
Henry Raper - - - -	Seventh Ditto.
Richard Bagot - - - -	Eighth Ditto.
Edward Codrington - - -	Ninth Ditto.
James M'Farlane - - -	Acting Ditto.
James Bowen - - - -	Master.
John Isaac - - - - -	Capt. 2d Reg.

EXTRACT from the curious Journal kept every day by JEAN BON ST. ANDRE: it forms a striking contrast with the modest recital of the English commander, and strongly marks the character of the French. We have therefore given it in the original.

" Le 13 Prairéal (premier Juin) l'armée Anglo.e parut au vent à nous sur la ligne de front, faisant porter vent arrière sur l'armeé de la République; elle prit ensuite les amures à bâbord, et manœuvra pour nous attaquer; elle étoit formée alors de 28 vaisseaux de ligne, et l'on apperçut qu'ils en avoient encore quelques-uns au vent, formant un corps de réserve: le capitaine de la frégate *la Proserpine* nous a assuré en avoir compté 34 en tout, dont 8 á trois ponts.

" Nous étions néanmoins prêts à les recevoir. L'attaque commença vers les neuf heures du matin; notre avant garde fit feu beaucoup trop tôt: elle n'attendit ni les ordres du général, ni de voir l'ennemi à sa portée.

" Le combat étoit engagé, et il étoit très vif: on se battoit de part et d'autre avec chaleur, lorsqu'une manœuvre mal-adroite du capitaine Gassin, commandant le vaisseau *le Jacobin*, causa le plus grand désordre. Ce vaisseau étoit de l'arrière du général; le capitaine, en avançant trop sur nous, laissa un vuide dans la ligne; il s'apperçut trop tard de sa faute; il mit son grand hunier sur le mât, mais il se trouvoit engagé sous le vent à nous; et la vérité est, qu'il ne savoit plus ce qu'il faisoit. L'Amiral Anglois, qui s'apperçut de son embarras, voulut en profiter; il laissa arriver sur *la Montagne*, dans l'intention de couper la ligne derrière ce vaisseau; ce qu'il fit en effet.

" La faute pouvoit être réparée, et l'on pouvoit aisément faire tourner contre l'Amiral Anglois, sa propre imprudence. Si *le Jacobin*

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avoit arrivé vent arrière, il laissoit au vaisseau ennemi, tout la facilité de prolonger *la Montagne* à stribord, et revenant ensuite au vent, il le plaçoit entre deux feux. L'ordre d'arriver lui fut donné au porte-voix par plusieurs personnes : j'allai moi même sur la galerie, pour le lui transmettre ; et ce fut en le lui donnant, qui le Citoyen Bazire, capitaine de pavillon du Général, fut atteint d'un boulet, dont il mourût quelques heures après. Cependant *le Jacobin* n'arrivoit point, et l'Amiral Anglois, qui nous en vouloit principalement, après avoir lâché, sa bordée de stribord sur *l'Achille*, enfila par la hanche le vaisseau *la Montagne*, et lui fit un mal affreux. Cent hommes au moins ont été tués par ces décharges meurtrières, et l'arrière du vaisseau en a beaucoup souffert. Nous avions le feu de l'ennemi, et nous ne pouvions pas le lui rendre, crainte de tirer sur un de nos vaisseaux ; cependant nous pûmes enfin arriver, et nous présentâmes le côté à l'Amiral Anglois, qui ne put pas le soutenir long-temps, et qui se retira démâté de son mât d'artimon et de son grand mât. Dans ce moment nous étions entourés de 5 à 6 vaisseaux ; nous faisions feu des deux bords ; nous coulâmes un vaisseau ennemi au vent, et tous ceux qui nous approchèrent furent très-maltraités.

" Le combat étoit horrible : les armées étoient mêlées et confondues ; on se battoit à la portée du pistolet, avec un acharnement dont on n'a jamais vu d'exemple. Les tourbillons de fumée empêchoient de voir autour de soi ce qui se passoit ; et nos frégates nous ont rapporté que *la Montagne* avoit été pendant deux heurs invisible à leurs yeux, et qu'elles ne la rallioient qu'au bruit de sa formidable artillerie."

DIMENSIONS of the FRENCH SHIPS of the LINE taken on the *First of June* 1794.

Ships Names.	Guns.	Length of Gun Deck.	Length of Keel.	Breadth.	Depth in Hold.	Tons.
		Feet. In.	Feet. In.	Feet. In.	Feet. In.	
Sans Pareille -	84	193,7	159,0	51,6	23,4	2247
Le Juste -	84	193,7	159,6	50,3	22,6	2144
L'Amerique -	84	182,0	149.0	48,7	21,7	1884
L'Impetueux -	84	182,0	149,1	48,8	21,8	1878
Le Northumberland	74	178,3	145,4	48,3	21,1	1801
L'Achille -	74	178,0	145.6	48,2	21,2	1799

FLAGS * worn on the *First of June* 1794.

The Queen Charlotte - - -	Union at the main.
The Royal Sovereign - - -	White at the main.
The Royal George - - -	Blue at the main.
The Barfleur - - -	Red at the fore.
The Impregnable - - -	White at the fore.
The Queen - - -	Blue at the fore.
The Bellerophon - - -	White at the mizen.

* By order of the Commander in Chief, the Fleet on the 1st of June carried red ensigns.

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LORD NELSON.

At the latter end of last year, this gallant officer received a pension of a thousand pounds per annum, in consequence, as was said, of the loss of his arm, but in fact as a small recompence for a whole life of danger, hardship, enterprise, and service. Previous to the issuing of the grant, a positive custom required, that he should distinctly state his services to his Majesty. The following is the memorial which was delivered in upon the occasion :—

(COPY.)

"*To the King's most excellent Majesty, the Memorial of Sir Horatio Nelson, K. B. and a Rear Admiral in your Majesty's Fleet.*

"That during the present war, your Memorialist has been in four actions with the fleets of the enemy, viz. on the 13th and 14th of March 1795; on the 13th July 1795; and on the 14th of February 1797; in three actions with frigates; in six engagements against batteries; in ten actions in boats employed in cutting out of harbours; in destroying vessels, and in taking three towns. Your Memorialist has also served on shore with the army four months, and commanded the batteries at the sieges of *Bastia* and *Calvi*. That during the war he has assisted at the capture of seven sail of the line, six frigates, four corvettes, and eleven privateers of different sizes; and taken and destroyed near fifty sail of merchant vessels; and your Memorialist has actually been engaged against the enemy upwards of ONE HUNDRED AND TWENTY TIMES. In which service your Memorialist has lost his right eye and arm, and been severely wounded and bruised in his body. All of which services and wounds your Memorialist most humbly submits to your Majesty's most gracious consideration.

October 1797. (Signed) NELSON."

LATE DUKE OF YORK.

When the late Duke of York, who served under Lord Howe as midshipman, first came on board, the different captains of the fleet attended to pay their respects. A sailor, who was standing in the forecastle, with some others, observing attentively what passed, whispered to a messmate—"Why the young gentleman an't over civil I thinks; d'ye "see how he keeps his hat on before our captains?"—"Why "you lubberly fool now," replied the other, "how should "he know manners, seeing as how he never was at sea "before?"

P. HEIN, A DUTCH ADMIRAL.

P. Hein, a Dutchman, from a cabin-boy rose to the rank of an Admiral. He was killed in an action at the moment

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his fleet triumphed over that of the Spaniards. Their High Mightinesses sent a deputation to his mother at Delft, to condole with her on the loss of her son. This simple old woman, who had remained in her original obscurity, answered the deputies: *I always foretold that Peter would perish like a miserable wretch that he was; he loved nothing but rambling from one country to another, and now he has received the reward of his folly.*

SIR WILLIAM PETTY,

Founder of the noble family of Shelburne, raised his reputation in 1663, by the invention of the double-bottomed ship, against the judgment of almost all mankind, to sail against wind and tide. When the ship first ventured from Dublin to Holyhead, she stayed there many days before her return, which occasioned great exultation to its opposers; but her return in triumph, with such visible advantages above other vessels, checked their derision, the first point being clearly gained, that she could bear the sea. She turned into that narrow harbour against wind and tide, among the rocks and ships, with such dexterity as many old seamen confessed they had never before seen. She appeared much to excel all other forms of ships, in sailing, carriage, and security, but at length, in its return from a voyage, was destroyed by a dreadful tempest which occasioned such havock among the fleet, that the old system of ship building had no reason to triumph over the new construction. Sir William gave a model of this ship to the Royal Society, which is still in their repository. Another we believe is preserved in Gresham college. In 1665, he communicated a discourse about the building of ships to the Royal Society, containing some curious secrets in that art. This was taken away by Lord Brounker, who kept it in his possession until 1682, and probably until his death, saying, it was too great an arcanum of state to be commonly perused. He wrote also a treatise of Naval Philosophy, in three parts, &c. printed at the end of "An Account of several new Inventions, &c. in a Discourse by

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way of Letter to the Earl of Marlborough," &c. 1691, 12mo. Wood suspects this may be the same with the discourse about the building of ships, mentioned above, to be many years in the hands of Lord Brounker. Sir William also drew up in the year 1685, the 198th number of the Philosophical Transactions, entitled, "What a complete Treatise of Navigation should contain." He was born at Rumsey, a small sea-port town in Hampshire, May 16, 1623, where his father Mr. Anthony Petty was a clothier, and died in his 65th year, December 16th, 1687. A plain flat stone is lain over his grave at Rumsey, with this inscription, cut by an illiterate workman,

HERE LAYES
SIR WILLIAM
PETTY.

NAVAL REGULATION.

It is of importance to Commerce that our Naval Officers should be informed, it is not requisite, on retaking a vessel, to bring or send her into port, in order to be entitled to salvage, or to ascertain its amount. It has been recently established, in the Case of Sir E. PELLEW, that notes from the papers of the recapture, with the affidavit of three of the crew (which every captain of a man of war is competent to take), is sufficient evidence; and that to detain a ship to the possible loss of her voyage, instead of permitting her to pursue it immediately, is as unnecessary as injurious.

NEW METHOD FOR SHEATHING SHIPS.

The Alarm frigate was the first ship ever coppered in the royal navy, 1758. Mr. Faxe, a physician of the Admiralty at Carlscroone, has discovered a method of sheathing ships, superior it is said to copper. It consists of a certain stone, mixed with rags, which forms a substance that resists water so effectually, as to have been boiled seven hours in a copper vessel, sealed hermetically, without experiencing the least alteration.

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NAVAL LITERATURE.

An Essay on Naval Tactics, systematical and historical, with explanatory Plates. In Four Parts. Part I. By J. Clerk, *Esq. Fellow of the Society of Scottish Antiquaries, and of the Royal Society of Edinburgh.* 4to, 10s. 6d. Cadell. P. 165.

THE glorious victories with which our arms have been crowned at sea in the course of the present war, have given frequent occasion to mention Mr. Clerk of Elden, the author of the new system of naval tactics; it may therefore be agreeable to our readers to lay before them a short state of the merits of a work that has been productive of such unexampled benefits to this country.

In the beginning of the year 1782, when the nation was depressed by the disasters of our arms and the want of naval success during the American war, Mr. Clerk printed and distributed among his friends a few copies of this work, which threw such a new light upon the subject of sea engagements, that no doubt can be entertained of the happy change which (since that period) has taken place in the naval affairs of Britain, is to be attributed to this ingenious and scientific work. When we look back to our naval transactions, before the adoption of the present system, the contrast is so striking, as to fill us with regret that it had not been sooner known.

The disappointment which the nation suffered with regard to our great naval armaments, induced Mr. Clerk to study to find out, if possible, the cause of these disappointments, and to publish his ideas on the subject. Though he never was at sea, he had always attended very much to maritime affairs, and had observed that during the greater part of the three last wars, when British single ships met with single ships of equal force belonging to any other nation, they always were an overmatch for the enemy; or that even in the rencounter of small squadrons, our seamen never failed to exhibit the most skilful seamanship, intrepidity, and perseverance, attended with uninterrupted success. Yet when large fleets were assembled, no proper exertion had ever been made, nothing memorable had been achieved, more particularly with the French, whose system was to batter and destroy our rigging, and then escape unhurt themselves, leaving the British fleet too much disabled to follow them; in fine, to use the author's own words when speaking of general engagements, "The result has "always been the same, namely, that in such actions our fleets, in the "two last wars and the present *, have been invariably baffled—nay,

* This was written during the American war.

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"worsted, without having ever lost a ship, or almost a man." Yet our officers and men were as brave as they are now, and our ships were equally as good; but experience has proved that we were defective in tactics. As our mode of attacking was then to range along the line of the enemy, until the van of our fleet came opposite to the rear of his; thus our ships ran the gauntlet of the enemy's whole fleet, giving them an opportunity to cripple each ship as it passed, of which the French never failed to take advantage. But the happy genius of an individual, by pointing out a superior mode of attack, has been the means of enabling us to carry our naval glory to a pitch hitherto unrivalled in any age or nation.

The leading principle of Mr. Clerk's system is, to force an enemy's fleet into close engagement, whatever efforts he may make to avoid it, and the breaking through his line of battle, and cutting off one division of his fleet from another, so as to prevent the enemy from being able to extricate himself, is recommended as a certain means of either capturing the division you have cut off, or of bringing on a general engagement. The uniform success of this manœuvre, now so well known, leaves no room to doubt the infallibility of Mr. Clerk's system. Of this the victories of Lords Rodney *, Howe, St. Vincent †, and Duncan ‡, who all read and approved his work and adopted his system, are most brilliant examples.

In the instance of the battle of the Nile, the French had formed themselves in a line, which they very naturally deemed impregnable, but which certainly deprived them of the power of retreating. In

* Lord Rodney being asked by a mutual friend of his and Mr. Clerk's, what he thought of Mr. Clerk's Essay on Naval Tactics, replied, "You shall see what "I think of it whenever I am so happy as to meet the French fleet again; for "I am determined to follow it." And he had the magnanimity to acknowledge afterwards in every company, that the victory gained over the French fleet on the 12th of April 1782, was fought upon Clerk's system. A peace was the immediate consequence of this memorable victory.

† General Debbieg, an officer well known from his superior genius in his own profession, and naturally an admirer of works of genius, having read Mr Clerk's Essay, lent it to Lord St. Vincent, then Sir John Jarvis. Sir John after reading it, enquired of the general where he might buy a copy for himself: "It is not "to be bought," answers the general; "I had this copy from the author, "who is a particular friend of mine; he had but a few copies printed, all of "which he has given away among his friends." "Since that is the case," said Sir John Jarvis, "you shall not have this copy back again: it is too good a "thing for you, who are a landsman; I will keep it to myself."

‡ Lord Duncan having received one of the few copies of this Essay, first printed, soon after wrote to advise Mr. Clerk to reprint it, as he said it was very much approved of by all the navy officers, many of whom, not being able to procure printed copies, had copied it over in writing. When Lord Duncan returned to Edinburgh, after the battle of Camperdown, he waited on Mr. Clerk, complimented him upon his works, and in a liberal and handsome manner, acknowledged that he and the other admirals had been much obliged to him.

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this fixed position they remained to wait our attack, and consequently the superior skill which Lord Nelson has exhibited, was not in *forcing* them to fight, but in his manner of commencing the action. And here it is easy to discern the spirit of the new system in his mode of attacking the van of the enemy's fleet, to which the rear could give no assistance until it was become too late; while the brave Captain Thompson in the Leander, by *cutting their line*, completed their confusion and defeat. There is a degree of masterly boldness, as the French observe, in Lord Nelson's manœuvres, and a dauntless intrepidity in the execution of them, that must ever command the admiration of the whole world.

This action is a flattering proof of the superiority of our seamen, a topic much insisted on by Mr. Clerk, and from which he promises certain success whenever our fleets can be brought into close engagement with the enemy.

We believe there are few of our readers who, after perusing the above, will not be touched with one common sentiment, that while the nation pays the tribute of applause, so justly due to the skill and bravery of our naval commanders, it ought not to forget the gratitude no less justly merited by the ingenious author of Naval Tactics.

The above account of Mr. Clerk's work, having appeared in a morning print *, with such considerable testimony in favour of our author, we thought it too interesting not to be inserted.

Mr. Clerk has since published the remaining parts, an account of which will appear in our second number.

This Essay on Naval Tactics, strange as it may appear, was the first original scientific treatise published on that subject in this kingdom; all the other treatises that appeared in Great Britain prior to it, being either translations from the French, or remarks upon French authors. Some of the principal French treatises on naval tactics are the following:

1. L'Art des Armées Navales, ou Traité des Evolutions Navales, par Paul L'Hoste, 1 vol. folio, printed at Lyons, 1727. This book was translated and published by Christopher O'Bryen, Esq. in 4to. in 1762.

2. Tactique Navale, ou Traité des Evolutions et des Signaux, par M. le Viscompte de Moroques, 4to. Paris, 1763.

3. Le Manœuvrier, par M. Bourdé de Villehuet.

4. L'Art de Guerre en Mer, ou Tactique Navale, &c. par M. le Viscompte de Grenier.

Translations of the two last have appeared in English in 4to. in 1788, under the name of the Chevalier de Sausauil, and a translation of parts of the three last is in the second volume of the Elements and Practice of Rigging and Seamanship, published in 1794. Other books on evolutions and tactics are,

* True Briton.

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Théorie de la Manœuvre des Vaisseaux, Paris, 1689 Pitot's Theory of Working Ships applied to Practice, &c translated by Stone, 1743. De la Manœuvre de Vaisseaux, ou Traité de Mechanique et de Dynamique, &c. par M. Bouguer. The British Mars, &c. by William Flexney, 1763. A Sea Manual, by Sir Alexander Schomberg, 1789 A View of the Naval Force of Great Britain, &c. by an Officer of Rank, 1791, &c.

The order of battle, which was first formed in the last century by the Duke of York, and has been continued in use to the present day, the Viscount de Grenier thinks extremely defective. Various causes may conspire to render the task of breaking it not difficult. Its great extent must make it no easy matter for the Admiral to judge what orders are proper to be issued to the ships stationed in its extremities; whilst his signals, however distinctly made, are liable to be mistaken by the commanders of those ships. The extremities of a long line are necessarily defenceless, especially if it be to leeward; because, after it is formed, the enemy may throw himself with a superior number, on its van or rear, and put that squadron to flight before assistance can be sent to it from the other squadrons. These defects the Viscount de Grenier thinks may be remedied by never presenting to the enemy any part of a fleet without its being flanked; so that were the commander of the adverse fleet to attack those parts which hitherto have been reckoned weakest, he might find himself defeated when he looked for conquest. With this view the viscount proposes a new order of battle; in which the fleet, composed of three divisions, instead of being drawn up in one line as usual, shall be ranged on the three sides of a regular lozenge, formed by the intersecting of the two close hauled lines. It is obvious that one of the divisions of a fleet ranged in this manner will always be formed in the order of battle; whilst the two others, resting upon the first ship ahead, and the last astern of that division, will be formed on the close-hauled line opposite, and will stand on checquerwise on the same tack with the ships which are in the line of battle serving to cover the headmost and sternmost of those ships, and thereby prevent the enemy from penetrating the line or doubling the rear.

The viscount thought it a great mistake, though very generally fallen into, that the weather-gage is of any advantage to a fleet equal in force to its enemy, and willing to engage. To him the great art of war at sea appears to consist in drawing or keeping to *windward a part of the adverse fleet*, and collecting all one's forces against that part; and it is chiefly to effect this purpose that he proposes his new system of tactics. The reader who would understand his principles, must never lose sight of this evident truth, that each ship of a fleet necessarily occupies at all times the centre of an horizon; which the author divides into two unequal parts, called the greater, the *direct and graduated space*, and the less, the *indirect, crossed, and*

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ungraduated space. The reason of these appellations is, that on the greater segment of the horizontal circle there are twenty different points, which may be marked by degrees from one of the close-hauled lines to the other, and to which a ship may sail from the centre by so many direct courses without tacking; whereas to the other twelve points, including that from which the wind blows, she cannot arrive but by steering cross courses, which must necessarily delay her progress.

Having introduced the Viscount de Grenier to the notice of our readers, the celebrated precursor of Mr. Clerk, an attentive perusal of whose work would afford considerable improvement to the seaman, we return to our author.

The first part to which our attention is at present directed, is confined to the attack from the windward. This is accompanied with thirty geometrical plates: in which the British ships are distinguished by a red colour, and letters of reference beginning with the alphabet and ending at E. The ships of the enemy are distinguished by a black colour, with letters beginning at F.

Mr. Clerk divides his work into demonstrations and examples, the latter are admirably chosen to illustrate his principles, and give a very considerable degree of interest to a subject that would otherwise have appeared dry and abstruse.

Mr. Clerk concludes his demonstrations in this volume with the following striking reflections:

"If, then, after a proper examination of the late sea engagements, or rencounters, it shall be found that our enemy, the French, have never once shown a willingness to risk the making of the attack, but, invariably, have made choice of, and earnestly courted a leeward position: if, invariably, when extended in line of battle in that position they have disabled the British fleets in coming down to the attack: if, invariably, upon seeing the British fleet disabled, they, have made sail, and demolished the van in passing: if, invariably, upon feeling the effect of the British fire, they have withdrawn, at pleasure, either a part, or the whole of their fleet, and have formed a new line of battle to leeward: if the French, repeatedly, have done this upon every occasion: and, on the other hand, if it shall be found that the British, from an irresistible desire of making the attack, as constantly and uniformly, have courted the windward position: if, uniformly and repeatedly, they have had their ships so disabled and separated, by making the attack, that they have not once been able to bring them to close with, to follow up, or even to detain one ship of the enemy for a moment; shall we not have reason to believe, that the French have adopted, and put in execution, some

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system, which the British either have not discovered, or have not yet profited by the discovery?"

The following general observations are extracted from some very judicious ones, which conclude the article of examples cited, with Mr. Clerk's opinion of their merit.

"From these examples it appears, that the attack, in every one of them, without variation, has been made by a long extended line, generally from the windward quarter, by steering or directing every individual ship of that line upon her opposite of the enemy, but more particularly the ships in the van.

"That the consequences of this mode of attack have proved fatal in every attempt; that is, our ships have been so disabled, and so ill supported, that the enemy have been permitted not only to make sail and leave us, but to complete the disgrace have, in passing, been permitted to pour in the fire of their whole line upon our van, without a possibility of retaliation on our part."

"———— Another reflection will naturally occur—that, by the great destruction of rigging, the consequence of this mode of attack, the nation has been thrown into a most enormous expence of repair; while our enemy, by their cautious conduct, preserving their ships often unhurt, has been enabled not only to protract the war, but, if persisted in, will, without doubt, ensure the possession, perhaps, of a superior navy, complete and entire to the conclusion.

"Having now demonstrated, from evidence which should be satisfactory, that the mode or instruction hitherto followed for arranging great fleets in line, so as to be able to force an enemy to give battle on equal terms, must be somewhere wrong, it will be required to show whether any other mode may be devised, or put in practice, that will have a better effect."

Mr. Clerk then proceeds to *the mode of attack proposed*, which he divides into sections. The clear and concise manner in which throughout he treats his subject, are deserving of great praise.

In these sections, the attack from the windward upon the rear of the enemy, the leading subject of the volume, is treated of at large.

"Suppose* a fleet of ten, twenty, or more ships, extended in line of battle, endeavouring to avoid a close engagement, but at the same time keeping under an easy sail, with the intention of receiving the usual attack from another fleet of equal number, three or four miles to windward, sailing in any form; but let it be *in three lines or divisions:* it is required by what method shall *the latter* make the attack on *the former* with advantage.

"The improbability, or rather impossibility, of attacking and carrying the enemy's whole line of ships having already been demon-

* In this extract we are obliged to leave out the references to the plates.

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strated; the next consideration will be, how many ships may be attacked and carried with advantage? Let it be supposed that the three sternmost ships only, and not exceeding the fourth, are possible to be *carried*; let a sufficient strength be sent down to force an attack upon these three ships, disposed and supported according to the judgment of the admiral, while in the mean time, he should keep to windward with the rest of his fleet, formed into such divisions as might best enable him to attend to the motions of the enemy, and the effect of his attack; being himself so far disengaged from action, as to be able to make his observations, and give his orders, with some degree of tranquillity."

Mr. Clerk in the second section considers the *attack upon the enemy's three sternmost ships more particularly*, and, in the succeeding sections, pays attention to the supposed attempts of the enemy to support the attacked ships. The author in this part of his work shews considerable ingenuity, and appears particularly to have studied it. We can only lament that so much nautical knowledge, and of so original a stamp, has arisen without the pale of a profession, that would have been so greatly adorned by its author.

We recommend to Mr. Clerk in a future edition of his work, to make some alterations in the arrangement of the contents of this first part; and submit to his opinion, whether, if they were divided into books, it would not at the first glance give the reader a more correct idea of his design. The demonstrations would form book the first, the examples book the second, and the mode of attack proposed book the third. It appears to us that for want of this trifling alteration, the different sections are not classed with sufficient distinction.

The subjects of national importance, which this work comprehends, have certainly met with a mind, calculated in every respect for their due investigation. There is a modesty and diffidence in Mr. Clerk's manner of introducing himself to the public, which enhances the character of his superior genius and abilities.

"Although the author," says he, "has been flattered with many letters of approbation, not only from gentlemen of literary fame, but from naval officers of distinguished merit, and of the highest rank, while others have taken the trouble to make copies in manuscript; and although since that time, he has been occasionally employed in making additions, and he hopes, some improvements, it is not without solicitude that his performance is now submitted to a more public examination."

We shall conclude our account of the first part of this valuable work, by an extract from the introduction.

"After an interval of twelve years, the Dutch war was the next occasion of a farther display of our naval character. But, it must be

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observed, that, while the English seamen had been so often engaged, and generally successful, in the lesser battles, or rather enterprises, yet, till now, they had never been tried in the greater, where a number of ships were assembled together. However, their wonted intrepidity, far from forsaking them on this new and unexperienced occasion, seemed to be augmented, or rather exalted to a state of enthusiastic fury, which was supported with an unremitting perseverance during the course of three dreadful wars; in the first of which we had nine pitched battles; in the second five; and in the third not less than five also; making in all nineteen general engagements; in one of which the fight was renewed for three additional days successively; in another for two days; and in a third for one day; which may fairly be stated for other six engagements: making, when taken together, twenty-five days of general actions. And, what would now be considered as ridiculous and impracticable, many of the officers appointed to the command of these fleets had never been in sea-service till they were past the age of forty, and some even of fifty years. Of the last number was Blake, who, although renowned for the many obstinate battles he had been engaged in, particularly that in the Downs, where he had no more than fifteen ships, did not refuse the combat when attacked by forty-two ships of the enemy, led on by the great Van Trump. Yet for nothing was he more conspicuous than for his patriotic virtue. When in opposition to the party then in power, 'It is still our duty,' said he to the seamen, 'to fight for our country, 'into whatever hands the government may fall.'

"In all of these enterprises, whether with the Spaniards or the Dutch, whether in making the attack on castles, ships in harbours, or encountering ship with ship in close action, and formed in line of battle, we shall find the British seamen, whether equal or inferior in number, victorious or worsted, invariably fired with such enthusiastic courage, that these battles, though not always decisive, were constantly marked with strong effect, ten, twenty, thirty, or more ships, being taken or destroyed, two thousand men killed, and as many taken prisoners.

"Therefore, without derogating from the gallant behaviour of the Dutch, which was equally displayed in those wars, we are bound, from these proofs and examples, to believe, that British seamen are, by nature or habit, endued with a peculiar extraordinary character. And, though the spirits of the people might have been, for a little time, depressed by the unfortunate battles of Beachy-head and Bantry-bay, which were fought some time after; yet the natural impressions, so justly in favour of our seamen, soon recovered our confidence; which was so much encreased by the battle off La Hogue, that,

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many years afterwards, the victories off Malaga and Messina were things to be expected of course.

"The long intervals between these actions, and that of the war 1743, nowise abated the sanguine impressions respecting our seamen. Much effect was expected from the powerful fleet sent into the Mediterranean under the command of Matthews and Lestock, who encountered the combined fleets of France and Spain on the 11th of February 1744. But, intending afterwards to give a more particular description of this affair, we shall only add, that Matthews, who commanded, accompanied with the Marlborough and Norfolk, his two seconds a head and a stern, together with the Berwick in another place, broke out from the line of battle, got within a proper distance, and fought with great bravery; but, being ill-supported by the rest of the fleet, little more was done, than to show what cannon shot, at a reasonable distance, might effect. The two admirals mutually accused each other; and Matthews, in consequence of a trial, was broke. But the late king, without attending to the nice distinctions which had determined the court martial, and being satisfied that the admiral had behaved like a brave man, refused to confirm the sentence.

"Happily some other more favourable opportunities offered, during the course of this war, in which, having a greater superiority, we were more successful. These were the capture of the May fleet by Admiral Hawke; the voyage round the world by Lord Anson; his bold attack of the Acapulco ship, so much his superior in force; his capture of six French ships of the line and Indiamen in October.

"These, with the unremitting exertions in the many lesser sea-combats, removing the evil impressions made by the miscarriage in the Mediterranean, we still flattered ourselves that the glory of the British flag was yet untarnished.

"Again, while we remark the wonderful exertions, and constant success, attending the lesser conflicts; while we remark how much, and how often, our ships have been put to severe trial, by being exposed, in all weathers, during the storms of winter, the enemy not daring to set out their heads *; when, after recollection, we remark, that to the numerous, bold, and successful enterprises, *coups des mains*, performed during the last 250 years, and that our enemies have only the single disgrace which befel us at Chatham to counterbalance so great an account, should we not at the same time remark, that this boasted intrepidity, this persevering courage of British seamen, has never once been brought to trial, where it would have been of the

* Alluding to the squadron of British ships kept in the Bay of Biscay during the course of last war, to watch over the motions of the enemy, in winter as well as in summer.

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greatest importance; that is, in the greater engagements; of which, because this superiority has never had an opportunity of being displayed, the result has always been the same, namely, that in such actions, our fleets, in the two last wars and the present, have been invariably baffled, nay worsted, without having ever lost a ship, or almost a man?

"While we remark these circumstances, is it not evident, and will it not be admitted, that one of three things must be the fact, either that our enemy, the French, having acquired a superior knowledge, have adopted some new system of managing great fleets, not known, or not sufficiently attended to by us? or that, on the other hand, we have persisted in following some old method, or instructions, which, from later improvement, ought to have been rejected?

"During the course of the wars with the Dutch, much improvement was made, particularly in the invention of signals. But the naval instructions then framed, although founded upon experience and observation, and though they might be admirably fitted for fighting in narrow seas, where these battles are fought; yet, from later experience, it will be found, that they have been but ill qualified for bringing on an action with a fleet of French ships, unwilling to stand a shock, having sea room to range in at pleasure, and desirous to play off *manœuvres* of defence, long studied with the greatest attention.

"But if it were possible that there could have remained a doubt of the truth or force of these observations before the breaking out of the present war, will not this doubt be resolved, if they shall be confirmed by every case that has followed since; whether we consider the intrepidity and exertion so conspicuous in the lesser conflicts, or the defect of conduct and address, so palpable in most of the greater engagements, although, at the same time, our admirals, whether by good fortune, by skilful seamanship, or by permission of the enemy, have never failed, on every occasion, to acquire their wish, *viz.* the circumstance of being to windward; excepting, indeed, on those occasions, where the French have chosen to keep such an advantage, without availing themselves of it; a circumstance which is plainly a confirmation that their system or mode is different from ours, and that they are uniformly determined never to be brought to make the attack, if it can be avoided

"From all which these three conclusions will naturally follow:—1st, That, in bringing a single ship to close action, and in conduct during that action, the British seamen have never been excelled: 2dly, That the instructions (by which is meant the method hitherto practised of arranging great fleets, so as to give battle, or to force our

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enemy, the French, to give battle upon equal terms), after so many and repeated trials, having been found unsuccessful, must be wrong: And lastly, that on the other hand the French having repeatedly and uniformly followed a *mode* which has constantly the effect intended, they therefore must have adopted some new system, which we have not discovered, or have not yet profited by the discovery.

"But, it may be asked, Have the French ever effected any thing decisive against us? Have they ever, in any of these rencounters, taken any of our ships? Have they ever, presuming upon their superior skill, dared to make the attack? No. But confident in their superior knowledge in naval tactics, and relying on our want of penetration, they have constantly offered us battle to leeward, trusting that our headlong courage would hurry us on to make the customary attack, though at a disadvantage almost beyond the power of calculation; the consequences of which have always been, and always will be, the same, as long as prejudices prevent us from discerning either the improvements made by the enemy, or our own blunders.

"Before concluding this part of the subject, it may be proper further to observe, that, though our apprehensions of suffering in character and importance, as a naval power, might have been very great at the breaking out of the war with the colonies, from an idea that the recent increase of that importance had arisen alone from the growth of these colonies; yet, from experience, from the great exertions made, and from the continuance of the war itself, it has been clearly proved, that that increase must have arisen from other resources, which will every day more and more be found to exist in the mother country herself. At the same time, from that superior exertion, so constantly and gloriously exhibited by our seamen in the lesser conflicts, as well during the course of the present as of the two last wars, we may rest satisfied that the character of the British Tar is not in the least debased, but still as predominant as formerly.

"Hence, if the American colonies shall accomplish their wished-for separation, Britain, by her force *being more collected, and, with these resources, will yet be more powerful than ever.*"

DESCRIPTION OF PLATE II.

Gives, what is termed, a bird's eye view of Lord Nelson's action with the French fleet, in Aboukir Bay, on the 1st of August 1798.

The eye, ranging from the south-east to west, discovers in distant perspective, the town of Rosetta, the mouth of the Nile, Pompey's Pillar, the castle and island of Aboukir, and extended to the south-west, Old and New Alexandria.

The Toulon fleet, ranged in a line across the Bay, are described with their heads to the westward. The battery is ahead of their line, opening a fire on the British fleet, as it approaches in a body towards the enemy's centre and van. The wind is at N. W. The sun setting.

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ENGAGEMENT OFF THE NILE.

AN AUTHENTIC NARRATIVE OF THE PROCEEDINGS OF HIS MAJESTY'S SQUADRON UNDER THE COMMAND OF REAR ADMIRAL SIR HORATIO NELSON, FROM ITS SAILING FROM GIBRALTAR TO THE CONCLUSION OF THE GLORIOUS BATTLE OFF THE NILE.

Drawn up from the Minutes of an Officer of Rank in the Squadron.

THE glorious victory achieved by Rear-Admiral Sir Horatio Nelson, off the *Mouth of the Nile*, on the 1st and 2d of *August* last, has received, and must ever continue to receive, the warmest tribute of admiration and applause. It has not only filled every British bosom with the proudest exultation, but foreign nations have participated in our feelings, and have hailed the British conqueror as the hero and saviour of Europe. No naval, or perhaps any other battle, ancient or modern, ever had so much dependant upon its consequences—consequences which have even surpassed the anticipations of the most experienced statesmen and profoundest politicians in Europe; and no battle that ever was fought, was perhaps conducted, in its progress, with so much judgment, or contested, to its issue, with so much ardent and persevering courage.

The account of the general result of this action, even the best historians that shall hereafter record it, will be proud to borrow from the simple and eloquent letter of the admiral himself; but in every transaction of the kind, after the first tumult of national exultation shall have in some degree subsided, a thousand circumstances remain to be supplied for the satisfaction of the enquiring mind, and which are essential to gain a just and perfect impression of the actual merit of the great services which have been performed. The hero, like every other man, is best known and remembered by minute traits of character. Great and brilliant events dazzle and astonish, while the deliberations and turns of mind in a great man, that produce such events, attract our attention, awaken all our admiration, and permanently fix our esteem.

To supply what the British nation have long anxiously wished for, an authentic detail of all the operations of the British squadron, previous to the battle, and of its particular conduct in the grand crisis which ensued, we are happy that we can, through the kindness and indulgence of an officer who bore a most distinguished share in that great event, now present a Narrative, at once minutely circumstantial and studiously accurate.

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NARRATIVE.

SIR Horatio Nelson had been detached by Earl St. Vincent into the Mediterranean with the Vanguard of 74 guns, the Rear Admiral's flag ship, the Orion and Alexander of 74 guns each, the Emerald and Terpsichore frigates, and La Bonne Citoyenne sloop of war.

Nothing material occurred to the squadron from the day it sailed from Gibraltar, which was on the ninth of May, till the 22d, when, being in the Gulph of Lyons, at two A. M. a most violent squall of wind took the Vanguard, which carried away her top-masts, and at last her foremast. The other ships experienced the fury of the gale, but not in the same degree as the Vanguard, a stronger vein of the tempest having taken that ship. The three line of battle ships lost sight of the frigates on the same day, and at the moment of the misfortune which befel the Vanguard, the British squadron was not many leagues distant from the French fleet under Buonaparte, which had on that very day set sail from Toulon.

The squadron bore up for Sardinia, the Alexander taking the Vanguard in tow, and the Orion looking out ahead to endeavour to get a pilot, for the purpose of gaining St. Pierre's Road.

On the 24th, with very great difficulty we reached that anchorage, where we were in hopes of meeting with a friendly reception, which our distresses seemed to demand from a neutral power: the governor of St. Pierre, however, had orders from the French not to admit any British ship; but their utmost hostility could not prevent us from anchoring in the road.—The resources which British seamen always have within themselves, availed us much upon this occasion. Captain Berry, with the very able assistance he received from Sir James Saumarez and Captain Ball, was enabled with great expedition to equip the Vanguard with a jury foremast, jury main and mizen topmasts, and to fish the bowsprit, which was sprung in many places; and on the fourth day from our anchoring in St. Pierre's Road, we again put to sea with top-gallant yards across.

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Lord Nelson engaging the Fortune, Gut del Mar

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It is proper here to observe, that although the governor of St. Pierre in consequence of peremptory orders from the French, denied us a *public* reception, he yet *privately* acted in a friendly manner, giving us in an underhand way every assistance in his power.

The admiral, eager to execute the orders which he had received, did not think of sailing to Naples, or any other port where he could have received the most open and friendly assistance, in getting the ship properly refitted, which her condition evidently required, but immediately steered for his appointed rendezvous, nor did he ever express the smallest intention of shifting his flag to either of the other ships, which to many officers the peculiar circumstances of his own ship might have seemed to render desirable.—The admiral and officers of the Vanguard indeed had the happiness to find that the ship sailed and worked as well as the other ships, notwithstanding her apparently crippled condition.

The squadron reached the rendezvous on the 4th of June, and on the following day was joined by La Mutine, Captain Hardy, who was charged with orders to the admiral, and who brought the highly acceptable intelligence, that Captain Troubridge had been detached with ten sail of the line, and a fifty gun ship, to reinforce us. This intelligence was received with universal joy throughout our little squadron; and the admiral observed to Captain Berry, that he would then be a match for any hostile fleet in the Mediterranean, and his only desire would be to encounter one.

June 6th.—The squadron was spread, anxiously looking out for the expected reinforcement. By a vessel spoke with on that day, we were informed that several sail then in sight were Spanish ships richly laden; but prize-money was not the object of the admiral; all selfish consideration was absorbed in his great mind by that of the honour and interests of his country, and his attention and anxiety were solely engrossed by his desire to meet his promised reinforcement, that he might pursue the enemy, of the sailing of whom from

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Toulon he had certain intelligence. The Alexander, being on the look-out, stopped one of these ships; finding she had on board eighty or ninety priests, driven by the French persecutions and cruelties from Rome, he thought it would be an act of humanity to permit the ship to pursue her voyage; and he accordingly released her, and rejoined the admiral, bringing with him a few volunteers from the Spanish vessel, chiefly Genoese, who were desirous of the honour of serving in the British fleet, expressing at the same time their detestation and resentment at the ill usage which they had experienced from the French.

On the 8th at noon, we had the happiness to discover from the mast head ten sail, and it was not long before we recognized them to be British ships of war, standing upon a wind in close line of battle, with all sails set. Private signals were exchanged, and before sun-set the so much wished-for junction was formed, an event which was certainly facilitated by the great professional ability, judgment, and zeal of Captain Troubridge.

The admiral had received no instructions what course he was now to steer, and no certain information respecting the destination of the enemy's fleet; he was left, therefore, entirely to his own judgment. He had the happiness, however, to find, that to the captains of his squadron he had no necessity to give directions for being in constant readiness for battle. On this point their zeal anticipated his utmost wishes, for the decks of all the ships were kept perfectly clear night and day, and every man was ready to start to his post at a moment's notice. It was a great satisfaction to him likewise, to perceive that the men of all the ships were daily exercised at the great guns and small arms, and that every thing was in the best state of preparation for actual service.

The admiral knew that the enemy had sailed with a N. W. wind, which naturally led him to conclude that their course was up the Mediterranean. He sent La Mutine to Civita Vecchia, and along the Roman coast, to gain intelligence, and steered with the fleet for Corsica, which he reached on

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the 12th of June. Several vessels had been spoken with on the passage thither, but no intelligence whatever had been obtained from them. He continued his course on the 13th between Corsica and Elba, and between Planosa and Elba, through the latter of which passages large ships or fleets had not been accustomed to pass. We made the Roman coast, and were rejoined by La Mutine, without gaining any intelligence, notwithstanding the active exertions of Captain Hardy. The admiral now determined to steer towards Naples, in the hope of some satisfactory information. It had been reported that the plundering Algiers was the object of the French armament; but this account was too vague to warrant the admiral in implicitly adopting it. We saw Mount Vesuvius on the 16th, and detached Captain Troubridge, in La Mutine, to obtain what information he could from Sir William Hamilton. He returned with a *report* only, that the enemy were gone towards Malta. The admiral now lamented that even a day had been lost by visting the Bay of Naples, and determined, by the shortest cut, to make the Faro di Messina, which the fleet passed through on the 20th, with a fair wind. The joy with which the Sicilians hailed our squadron, when it was discovered by them to be British, gave the most sincere satisfaction to every one on board of it. A vast number of boats came off, and rowed round it with the loudest congratulations, and the sincerest exultation, as they had been apprehensive that the French fleet was destined to act against *them* after the capture of Malta. Here we gained intelligence from the British consul, that Malta had actually surrendered. We had now hopes of being able to attack the enemy's fleet at Goza, where it was reported they were anchored, and the admiral immediately formed a plan for that purpose.

We were now steering with a press of sail for Malta, with a fresh breeze at N. W. On the 22d of June, La Mutine, at day-light in the morning, spoke a Genoese brig from Malta, which gave intelligence that the French had sailed from thence on the 18th, with a fresh gale at N. W. The

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admiral was not long in determining what course he should take, and made the signal to bear up and steer to the S. E. with all possible sail. At this time we had no certain means of ascertaining that the enemy were not bound up the Adriatic.

From the day we bore up, till the 29th of June, only three vessels were spoken with, two of which had come from Alexandria, and had not seen any thing of the enemy's fleet; the other had come from the Archipelago, and had likewise seen nothing of them. This day we saw the Pharos Tower of Alexandria, and continued nearing the land with a press of sail, till we had a distinct view of both harbours; and, to our general surprise and disappointment, we saw not a French ship in either. La Mutine communicated with the governor of Alexandria, who was as much surprised at seeing a British squadron there, as he was at the intelligence that a French fleet was probably on its passage thither.

It now became the subject of deep and anxious deliberation with the admiral what could possibly have been the course of the enemy, and what their ultimate destination. His anxious and active mind, however, would not permit him to rest a moment in the same place, he therefore shaped his course to the northward, for the coast of Caramanea, to reach as quickly as possible some quarter where information could most probably be obtained, as well as to supply his ships with water, of which they began to run short.

On the 4th of July we made the coast of Caramanea; steering along the south side of Candia, carrying a press of sail both night and day with a contrary wind, on the 18th we saw the island of Sicily, when the admiral determined to enter the port of Syracuse. With this harbour no person in the fleet was acquainted—but by the skill and judgment of the officers, every ship got safely in, and immediately proceeded to get in water, &c. with all possible expedition. This was the first opportunity that the Vanguard had had of receiving water on board from the 6th of May, so that not only the stock of that ship, but of several others of the

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squadron was very nearly exhausted. Although there was no proper or regular watering place, yet the great exertions of the officers and men enabled us to complete this necessary service in five days, and on the 25th the squadron again put to sea.

We received vague accounts while at Syracuse, that the enemy's fleet had not been seen in the Archipelago nor the Adriatic, nor had they gone down the Mediterranean; the conclusion then seemed to be, that the coast of Egypt was still the object of their destination; therefore, neither our former disappointment, nor the hardships we had endured from the heat of the climate, though we were still to follow an uncertain pursuit, could deter the Admiral from steering to that point where there was a chance of finding the enemy.

Now that it is ascertained by events, that Alexandria, was the object of the enemy, it may seem strange that they should have been missed by us both in our passage thither and our return to Syracuse; but it appears that the French steered a direct course for Candia, by which they made an angular passage towards Alexandria, whilst we steered a direct course for that place, without making Candia at all, by which we of course very considerably shortened the distance. The smallness of our squadron made it necessary to sail in close order, and therefore the space which it covered was very limited; and as the admiral had no frigates that he could have detached upon the look-out, added to the constant haze of the atmosphere in that climate, our chance of descrying the enemy was very much circumscribed. The distance likewise between Candia and the Barbary coast, about thirty-five leagues, leaves very sufficient space for more than two of the largest fleets to pass without mutual observation, particularly under the circumstances described.

On our return to Syracuse, the circumstance of our steering up to the northward, while the enemy kept a southern course for Alexandria; makes it obvious that our chance of falling in with them was still less than before.

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On the 25th of July we left Syracuse, still without any positive information respecting the enemy; but it occurred to the admiral, that some authentic intelligence might be obtained in the Morea. We steered for that coast, and made the Gulph of Coron on the 28th. Captain Troubridge was again employed on that important service of obtaining intelligence, and was dispatched in the Culloden into Coron, off which place, by the great exertions of that able officer, the fleet was not detained above three hours. He returned with intelligence from the Turkish governor, that the enemy had been seen steering to the S. E. from Candia about four weeks before. Captain Troubridge had had the satisfaction of observing, during his very hurried visit to Coron, that the inhabitants there entertained the most serious apprehensions from the French armament, and the most perfect detestation against that people.

Upon the information obtained by Captain Troubridge, the Admiral determined again to visit Alexandria, and carried all sail steering for that place, which we had the pleasure to descry on the first of August at noon; but not as before, it now appearing full of vessels of various kinds; and we soon had the satisfaction of perceiving the French flag flying on board some of the ships. The utmost joy seemed to animate every breast on board the squadron at sight of the enemy; and the pleasure which the admiral himself felt, was perhaps more heightened than that of any other man, as he had now a certainty by which he could regulate his future operations.

The admiral had, and it appeared most justly, the highest opinion of, and placed the firmest reliance on, the valour and conduct of every captain in his squadron. It had been his practice during the whole of his cruize, whenever the weather and circumstances would permit, to have his captains on board the Vanguard, where he would fully develope to them his own ideas of the different and best modes of attack, and such plans as he proposed to execute upon falling in with the enemy, whatever their position or situation might be, by night or by day. There was no pos-

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sible position in which they could be found, that he did not take into his calculation, and for the most advantageous attack of which, he had not digested and arranged the best possible disposition of the force which he commanded. With the masterly ideas of their admiral, therefore, on the subject of naval tactics, every one of the captains of his squadron was most thoroughly acquainted; and upon surveying the situation of the enemy, they could ascertain with precision what were the ideas and intentions of their commander, without the aid of any further instructions; by which means signals became almost unnecessary, much time was saved, and the attention of every captain could almost undistractedly be paid to the conduct of his own particular ship, a circumstance from which, upon this occasion, the advantages to the general service were almost incalculable.

It cannot here be thought irrelevant, to give some idea of what were the plans which Admiral Nelson had formed, and which he explained to his captains with such perspicuity, to render his ideas completely their own. To the naval service at least they must prove not only interesting, but useful.

Had he fallen in with the French fleet at sea, that he might make the best impression upon any part of it that should appear the most vulnerable, or the most eligible for attack, he divided his force into three sub-squadrons. viz.

Vanguard,	Orion,	Culloden,
Minotaur,	Goliath,	Theseus,
Leander,	Majestic,	Alexander,
Audacious,	Bellerophon.	Swiftsure.
Defence,		
Zealous.		

Two of these sub-squadrons were to attack the ships of war, while the third was to pursue the transports, and to sink and destroy as many as it could.

The destination of the French armament was involved in doubt and uncertainty; but it forcibly struck the admiral, that, as it was commanded by the man whom the French had dignified with the title of the Conqueror of Italy, and as he

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had with him a very large body of troops, an expedition had been planned, which the land force might execute without the aid of their fleet, should the transports be permitted to make their escape, and reach in safety their place of rendezvous; it therefore became a material consideration with the admiral, so to arrange his force, as at once to engage the whole attention of their ships of war, and at the same time materially to annoy and injure their convoy. It will be fully admitted, from the subsequent information which has been received upon the subject, that the ideas of the admiral upon this occasion were perfectly just, and that the plan which he had arranged was the most likely to frustrate the designs of the enemy.

It is almost unnecessary to explain his projected mode of attack at anchor, as that was minutely and precisely executed in the action which we now come to describe. These plans, however, were formed two months before an opportunity presented itself of executing any of them, and the advantage now was, that they were familiar to the understanding of very captain in the fleet.

It has been already mentioned, that we saw the Pharos of Alexandria at noon on the first of August. The Alexander and Swiftsure had been detached ahead on the preceding evening to reconnoitre the ports of Alexandria, while the main body of the squadron kept in the offing. The enemy's fleet was first discovered by the Zealous, Captain Hood, who immediately communicated, by signal, the number of ships, sixteen, laying at anchor in line of battle, in a bay upon the larboard bow, which we afterwards found to be Aboukir Bay. The Admiral hauled his wind that instant, a movement which was immediately observed and followed by the whole squadron; and at the same time he recalled the Alexander and Swiftsure. The wind was at this time N. N. W. and blew what seamen call a top-gallant breeze. It was necessary to take in the royals when we hauled up a wind.

The admiral made the signal to prepare for battle, and that it was his intention to attack the enemy's van and centre as

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they lay at anchor, and according to the plan before developed. His idea, in this disposition of his force was, first to secure the victory, and then to make the most of it as circumstances might permit. A bower cable of each ship was immediately got out abaft, and bent forward. We continued carrying sail and standing in for the enemy's fleet in a close line of battle. As all the officers of our squadron were totally unacquainted with Aboukir Bay, each ship kept sounding as she stood in.

The enemy appeared to be moored in a strong and compact line of battle, close in with the shore, their line describing an obtuse angle in its form, flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van. This situation of the enemy seemed to secure to them the most decided advantages, as they had nothing to attend to but their artillery, in their superior skill in the use of which the French so much pride themselves, and to which indeed their splendid series of land victories was in general chiefly to be imputed.

The position of the enemy presented the most formidable obstacles; but the admiral viewed these with the eye of a seaman determined on attack; and it instantly struck his eager and penetrating mind, *that where there was room for an enemy's ship to swing, there was room for one of ours to anchor.* No further signal was necessary than those which had already been made. The admiral's designs were as fully known to his whole squadron, as was his determination to conquer, or perish in the attempt.

The Goliath and Zealous had the honour to lead inside, and to receive the first fire from the van ships of the enemy, as well as from the batteries and gun boats with which their van was strengthened. These two ships, with the Orion, Audacious, and Theseus, took their stations inside the enemy's line, and were immediately in close action. The Vanguard anchored the first on the outer side of the enemy, and was opposed within half pistol shot to Le Spartiate, the third in the enemy's line. In standing in, our leading ships

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were unavoidably obliged to receive into their bows the whole fire of the broadsides of the French line, until they could take their respective stations: and it is but justice to observe, that the enemy received us with great firmness and deliberation, no colours having been hoisted on either side, nor a gun fired, till our van ships were within half gun shot.

At this time the necessary number of our men were employed aloft in furling sails, and on deck, in hauling the braces, &c. preparatory to our casting anchor. As soon as this took place, a most animated fire was opened from the Vanguard, which ship covered the approach of those in the rear, which were following in a close line. The Minotaur, Defence, Bellerophon, Majestic, Swiftsure, and Alexander, came up in succession, and passing within hail of the Vanguard, took their respective stations opposed to the enemy's line. All our ships anchored by the stern, by which means the British line became inverted from van to rear.

Captain Thompson, of the Leander, of 50 guns, with a degree of judgment highly honourable to his professional character, advanced towards the enemy's line on the outside, and most judiciously dropped his anchor athwart hause of Le Franklin, raking her with great success, the shot from the Leander's broadside which passed that ship all striking L'Orient, the flag ship of the French commander in chief.

The action commenced at sun-set, which was at thirty-one minutes past six P. M. with an ardour and vigour which it is impossible to describe.

At about seven o'clock total darkness had come on; but the whole hemisphere was, with intervals, illuminated by the fire of the hostile fleets. Our ships, when darkness came on, had all hoisted their distinguishing lights, by a signal from the admiral.

The van-ship of the enemy, Le Guerrier, was dismasted in less than twelve minutes; and, in ten minutes after, the second ship, Le Conquerant, and the third, Le Spartiate, very nearly at the same moment were also dismasted. L'Aquilon and Le Souverain Peuple, the fourth and fifth

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ships of the enemy's line, were taken possession of by the British at half past eight in the evening.

Captain Berry, at that hour, sent Lieutenant Galwey, of the Vanguard, with a party of marines, to take possession of Le Spartiate, and that officer returned by the boat, the French captain's sword, which Captain Berry immediately delivered to the admiral, who was then below in consequence of the severe wound which he had received in the head during the heat of the attack.

At this time it appeared that victory had already declared itself in our favour, for although L'Orient, L'Heureux, and Tonnant were not taken possession of, they were considered as completely in our power, which pleasing intelligence Captain Berry had likewise the satisfaction of communicating in person to the admiral.

At ten minutes after nine, a fire was observed on board L'Orient, the French admiral's ship, which seemed to proceed from the after part of the cabin, and which increased with great rapidity, presently involving the whole of the after part of the ship in flames. This circumstance Captain Berry immediately communicated to the admiral, who, though suffering severely from his wound, came upon deck, where the first consideration that struck his mind was concern for the danger of so many lives, to save as many as possible of whom he ordered Captain Berry to make every practicable exertion. A boat, the only one that could swim, was instantly dispatched from the Vanguard, and other ships that were in a condition to do so, immediately followed the example; by which means, from the best possible information, the lives of about seventy Frenchmen were saved.

The light thrown by the fire of L'Orient upon the surrounding objects, enabled us to perceive with more certainty the situation of the two fleets, the colours of both being clearly distinguishable. The cannonading was partially kept up to leeward of the centre till about ten o'clock, when L'Orient blew up with a most tremendous explosion. An awful pause and death-like silence for about three minutes

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ensued, when the wreck of the masts, yards, &c. &c. which had been carried to a vast height, fell down into the water and on board the surrounding ships. A port fire from L'Orient fell into the main royal of the Alexander, the fire occasioned by which was however extinguished in about two minutes, by the active exertions of Captain Ball.

After this awful scene, the firing recommenced with the ships to leeward of the centre till twenty minutes past ten when there was a total cessation of firing for about ten minutes; after which it was revived till about three in the morning, when it again ceased.

After the victory had been secured in the van, such British ships as were in a condition to move, had gone down upon the fresh ships of the enemy.

At five minutes past five in the morning the two rear ships of the enemy, Le Guillaume Tell and Le Genereux, were the only French ships of the line that had their colours flying.

At fifty-four minutes past five a French frigate, L'Artemise, fired a broadside and struck her colours; but such was the unwarrantable and infamous conduct of the French Captain, that after having thus surrendered, he set fire to his ship, and with part of his crew, made his escape on shore.

Another of the French frigates, La Serieuse, had been sunk by the fire from some of our ships; but as her poop remained above water, her men were saved upon it, and were taken off by our boats in the morning.

The Bellerophon, whose masts and cables had been entirely shot away, could not retain her situation abreast of L'Orient, but had drifted out of the line to the lee side of the bay, a little before that ship blew up. The Audacious was in the morning detached to her assistance.

At eleven o'clock Le Genereux and Guillaume Tell, with the two frigates, Le Justice and Le Diane, cut their cables, and stood out to sea, pursued by the Zealous, Captain Hood, who, as the admiral himself has stated, handsomely endeavoured to prevent their escape; but as there was no other

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ship in a condition to support the Zealous, she was recalled.

The whole day of the second was employed in securing the French ships that had struck, and which were now all completely in our possession, Le Tonnant and Timoleon excepted; as these were both dismasted, and consequently could not escape, they were naturally the last of which we thought of taking possession.

On the morning of the third the Timoleon was set fire to, and Le Tonnant had cut her cable and drifted on shore, but that active officer, Captain Miller, of the Theseus, soon got her off again, and secured her in the British line.

The British force engaged consisted of twelve ships of 74 guns, and the Leander, of 50.

From the over anxiety and zeal of Captain Troubridge to get into action, his ship, the Culloden, in standing in for the van of the enemy's line, unfortunately grounded upon the tail of a shoal running off from the island, on which were the mortar and gun batteries of the enemy; and notwithstanding all the exertions of that able officer and his ship's company, she could not be got off. This unfortunate circumstance was severely felt at the moment by the admiral and all the officers of the squadron; but their feelings were nothing compared to the anxiety and even anguish of mind which the captain of the Culloden himself experienced, for so many eventful hours. There was but one consolation that could offer itself to him in the midst of the distresses of his situation, a feeble one it is true—that his ship served as a beacon for three other ships, viz. the Alexander, Theseus, and Leander, which were advancing with all possible sail set close in his rear, and which otherwise might have experienced a similar misfortune, and thus in a greater proportion still have weakened our force.

It was not till the morning of the 2d, that the Culloden could be got off, and it was found she had suffered very considerable damage in her bottom; that her rudder was

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beat off, and the crew could scarcely keep her afloat with all pumps going.

The resources of Captain Troubridge's mind availed him much, and were admirably exerted upon this trying occasion. In four days he had a new rudder made upon his own deck, which was immediately shipped; and the Culloden was again in a state for actual service, though still very leaky.

The admiral, knowing that the wounded of his own ships had been well taken care of, bent his first attention to those of the enemy. He established a truce with the commandant of Aboukir, and through him made a communication to the commandant of Alexandria, that it was his intention to allow all the wounded Frenchmen to be taken ashore to proper hospitals, with their own surgeons to attend them; a proposal which was assented to by the French, and which was carried into effect on the following day.

The activity and generous consideration of Captain Troubridge were again exerted at this time for the general good. He communicated with the shore, and had the address to procure a supply of fresh provisions, onions, &c. which were served out to the sick and wounded, and which proved of essential utility.

On the 2d, the Arabs and Mamelukes, who during the battle had lined the shores of the Bay, saw with transport that the victory was decisively ours, an event in which they participated with an exultation almost equal to our own; and on that and the two following nights, the whole coast and country were illuminated as far as we could see, in celebration of our victory. This had a great effect upon the minds of our prisoners, as they conceived that this illumination was the consequence not entirely of our success, but of some signal advantage obtained by the Arabs and Mamelukes over Bonaparte.

Although it is natural to suppose that the time and attention of the admiral, and all the officers of his squadron, were very fully employed in repairing the damages sustained

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by their own ships, and in securing those of the enemy, which their valour had subdued, yet the mind of that great and good man felt the strongest emotions of the most pious gratitude to the Supreme Being, for the signal success which, by his divine favour, had crowned his endeavours in the cause of his country, and in consequence, on the morning of the 2d, he issued the following memorandum to the different captains of his squadron.

MEM.

"*Vanguard, off the Mouth of the Nile, 2d day of August* 1798.

"Almighty God having blessed his Majesty's arms with victory, the admiral intends returning public thanksgiving for the same at two o'clock this day, and he recommends every ship doing the same as soon as convenient.

"*To the respective Captains of the Squadron.*"

At two o'clock accordingly on that day, public service was performed on the quarter-deck of the Vanguard by the Rev. Mr. Comyn, the other ships following the example of the admiral, though perhaps not all at the same time.

This solemn act of gratitude to heaven seemed to make a very deep impression upon several of the prisoners, both officers and men, some of the former of whom remarked, "that it was no wonder we could preserve such order and discipline, when we could impress the minds of our men with such sentiments after a victory so great, and at a moment of such seeming confusion."

On the same day the following memorandum was issued to all the ships, expressive of the admiral's sentiments of the noble exertions of the different officers and men of his squadron.

"*Vanguard, off the Mouth of the Nile, 2d day of August* 1798.

"The admiral most heartily congratulates the captains, officers, seamen, and marines of the squadron he has the honour to command, on the event of the late action; and he desires they will accept his most sincere and cordial thanks for their very gallant behaviour in this glorious battle. It must strike forcibly every British seaman, how superior their conduct is, when in discipline and good order, to the riotous behaviour of lawless Frenchmen.

"The squadron may be assured the admiral will not fail, with his dispatches, to represent their truly meritorious conduct in the strongest terms to the commander in chief.

"*To the Captains of the Ships of the Squadron.*"

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The praise expressed in this memorandum could not fail to be highly acceptable and gratifying to every individual in the squadron; and the observation which it endeavoured to impress upon the minds of all, of the striking advantages derived from discipline and good order, was so much the effect of recent experience, that every heart immediately assented to its justice.

The benefit of this important truth will not, we trust, be confined to any particular branch of the British Navy: the sentiment of the Hero of the Nile must infuse itself into the heart of every British seaman, in whatever quarter of the globe he may be extending the glory and interests of his country, and will there produce the conviction, that *courage* alone will not lead him to conquest, without the aid and direction of exact discipline and order. Let those, who desire to emulate (as every British seaman must) the glory acquired upon this signal occasion, pursue the same means which principally led to its acquisition. Let them repose the most perfect reliance in the courage, judgment, and skill of their superior officers, and let them aid the designs of these by uniformly submissive obedience and willing subordination—so shall the British navy continue to be the admiration of the world, till time shall be no more!

Immediately after the action, some Maltese, Genoese, and Spaniards, who had been serving on board the French fleet, offered their services in ours, which were accepted; and they expressed the greatest happiness at thus being freed, as they themselves said, from the tyranny and cruelty of the French.

On the fourth day after the action, Captain Berry, of the Vanguard, sailed in the Leander, of 50 guns, with the admiral's dispatches to the commander in chief, Earl St. Vincent, off Cadiz, containing intelligence of the glorious victory which he had obtained.

[Here ends the Journal from which this Narrative has been compiled; and we are of opinion it cannot be better closed than by the letter of the admiral himself, published in the London Gazette Extraordinary of the 2d of October, which we therefore subjoin.

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It would to us, however, appear a want of just feeling and sentiment, were we to send a Narrative into the world, so *authentic* and *circumstantial*, without attempting to express, however inadequately, our homage for the splendid talent and heroic energy by which the glorious event of which it is descriptive was achieved. The daring enterprize of the attack could only be rivalled by the persevering courage with which it was supported, and the unparalleled success with which it was crowned.

Where the services of all upon this great occasion were so eminently marked by the most animated gallantry, it would not only be invidious, but perhaps impossible, to make a selection of individual pre-eminence. If every man had not done his duty to the utmost stretch of his ability, it seems impossible that an inferior force should have obtained so signal a victory over one so very considerably superior. The different situations, however, of the different ships, certainly placed some in circumstances of more arduous and unequal combat than others. The undaunted magnanimity with which the Bellerophon was placed alongside L'Orient, excited at the moment the highest admiration, and the perseverance with which she retained her situation, must ever be the theme of eulogium with every officer and man in the British squadron. Other instances which gave room for a more peculiar display of heroism might be adduced, but where the merit of all was so conspicuous, the praise of heroism is justly due to all.

In the chief commander upon this occasion, it is evident that the high gallantry of his spirit is the least striking qualification for the command with which he had so judiciously been invested. To fight and to conquer had been familiar to him; but he was now called upon for the exercise of qualities which raise the true hero above the level of the general mass of mankind, and constitute the character of *a great commander*. These, it has been seen, he not only fully possessed, but most admirably exerted. He pursued to every point in which there seemed the best chance of finding his enemy—he suffered incertitude and disappointment with unshaken firmness; and the delay which occurred in the gratification of his wishes, only added to the heroic feeling from which they arose.

An idea has gone abroad, that the attack in Aboukir Bay was directed by accident. No idea can be more unfounded, or more derogatory to the professional character of the gallant admiral. It is proved from this Narrative, that his mode of attack was the result of deep and deliberate cogitation; and so clearly had he explained himself to those who were to bear their respective shares in the execution of his plans, that when they discovered their enemy, little remained to be done but to commence the premeditated attack. How well the

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plan for the attack at anchor was concerted, the event has fully proved; and there is certainly every just ground for the conclusion, that wherever, or in whatever situation the British squadron, under Rear Admiral Nelson, had fallen in with the enemy, the result would have been successful and glorious in a superlative degree.

As it was, no battle was ever more desperately fought—no victory was ever more complete in itself, or more important in its consequences; and when the superiority in force of the enemy, and his advantages of situation, are considered, it must be pronounced to be the most daring enterprize, under the conduct of reason and skill, that ever was attempted; and the Battle of the Nile, which now fills all Europe with sensations of astonishment and admiration, must continue to be our favourite theme of panegyric, our pride, and our boast, while generous and heroic feelings shall continue to be cherished by the British nation.]

THE LONDON GAZETTE EXTRAORDINARY.

TUESDAY, OCTOBER 2, 1798.

Admiralty-Office, Oct. 2, 1798.

The Honourable Captain Capel, of his Majesty's sloop Mutine, arrived this morning with dispatches from Rear Admiral Sir Horatio Nelson, K. B. to Evan Nepean, Esq. Secretary of the Admiralty, of which the following are copies:

SIR, *Vanguard, Mouth of the Nile, Aug. 7, 1798.*

Herewith I have the honour to transmit you a copy of my letter to the Earl of St. Vincent, together with a line of battle of the English and French squadrons, also a list of killed and wounded. I have the pleasure to inform you, that eight of our ships have already top-gallant yards across, and ready for any service; the others, with the prizes, will soon be ready for sea. In an event of this importance, I have thought it right to send Captain Capel with a copy of my letter (to the commander in chief) over land, which I hope their lordships will approve; and beg leave to refer them to Captain Capel, who is a most excellent officer, and fully able to give every information; and I beg leave to recommend him to their Lordships' notice.

I have the honour to be, &c.

HORATIO NELSON.

P. S. The island I have taken possession of, and brought off the two thirteen-inch mortars, all the brass guns, and destroyed the iron ones.

Evan Nepean, Esq.

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Vanguard, off the Mouth of the Nile,
Aug. 3, 1798.

MY LORD,

Almighty God has blessed his Majesty's arms in the late battle, by a great victory over the fleet of the enemy, whom I attacked at sunset on the 1st of August off the Mouth of the Nile. The enemy were moored in a strong line of battle for defending the entrance of the Bay (of Shoals), flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van; but nothing could withstand the squadron your Lordship did me the honour to place under my command. Their high state of discipline is well known to you, and with the judgment of the captains, together with their valour, and that of the officers and men of every description, it was absolutely irresistible.

Could any thing from my pen add to the characters of the captains, I would write it with pleasure, but that is impossible.

I have to regret the loss of Captain Westcott, of the Majestic, who was killed early in the action; but the ship was continued to be so well fought by her first lieutenant Mr. Cuthbert, that I have given him an order to command her till your Lordship's pleasure is known.

The ships of the enemy, all but their two rear ships, are nearly dismasted; and those two with two frigates, I am sorry to say, made their escape; nor was it, I assure you, in my power to prevent them. Captain Hood most handsomely endeavoured to do it, but I had no ship in a condition to support the Zealous, and I was obliged to call her in.

The support and assistance I have received from Captain Berry cannot be sufficiently expressed. I was wounded in the head, and obliged to be carried off the deck, but the service suffered no loss by that event. Captain Berry was fully equal to the important service then going on, and to him I must beg leave to refer you for every information relative to this victory. He will present you with the flag of the second in command, that of the commander in chief being burnt in L'Orient.

Herewith I transmith you lists of the killed and wounded, and the lines of battle of ourselves and the French.

I have the honour to be, &c.

HORATIO NELSON.

To Admiral the Earl of St. Vincent,
Commander in Chief, &c. &c.
&c. off Cadiz.

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LINE OF BATTLE.

Ships Names.	*Captains.*	*Guns.*	*Men.*
Culloden	T. Troubridge	74	590
Theseus	R. W. Miller	74	590
Alexander	Alexander J. Ball	74	590
Vanguard	Rear Ad. Sir H. Nelson, K.B. / Edward Berry	74	595
Minotaur	Thomas Louis	74	640
Leander	T. B. Thompson	50	343
Swiftsure	B. Hallowell	74	590
Audacious	Davidge Gould	74	590
Defence	John Peyton	74	590
Zealous	Samuel Hood	74	590
Orion	Sir James Saumarez	74	590
Goliath	Thomas Foley	74	590
Majestic	Geo. B. Westcott	74	590
Bellerophon	Henry D. E. Darby	74	590
La Mutine Brig			

HORATIO NELSON.

Vanguard, off the Mouth of the Nile,
August 3, 1798.

FRENCH LINE OF BATTLE.

Ships Names.	*Commanders.*	*Guns.*	*Men.*
Le Guerrier		74	600—Taken.
Le Conquerant		74	700—Taken.
Le Spartiate		74	700—Taken.
L'Aquilon		74	700—Taken.
Le Souverain Peuple		74	700—Taken.
Le Franklin	Blanquet, First Centre Admiral	80	800—Taken.
L'Orient	Brueys, Admiral and Commander in Chief	120	1010—Burnt.
Le Tonant		80	800—Taken.
L'Heureux		74	720—Taken.
Le Timoleon		74	700—Burnt.
Le Mercure		74	700—Taken.
Le Guillaume Tell	Villeneuve, Second Centre Admiral	80	800—Escaped.
Le Genereux		74	700—Escaped

HORATIO NELSON.

Vanguard, off the Mouth of the Nile,
August 3, 1798.

FRIGATES.

Ships.	*Guns.*	*Men.*
Le Diane	48	300—Escaped.
La Justice	44	300—Escaped.
L'Artemise	36	250—Burnt.
La Sericuse	36	250—Dismasted and sunk.

HORATIO NELSON.

Vanguard, off the Mouth of the Nile,
August 3, 1798.

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A Return of the Killed and Wounded in his Majesty's ships under the Command of Sir Horatio Nelson, *K. B. Rear Admiral of the Blue, in Action with the French, at Anchor, on the 1st of August* 1798, *off the Mouth of the Nile.*

Ships' Names.	KILLED. Officers.	Seamen.	Marines.	WOUNDED. Officers.	Seamen.	Marines	Total.
Theseus	0	5	0	1	24	5	35
Alexander	1	13	0	5	48	5	72
Vanguard	3	20	7	7	60	8	105
Minotaur	2	18	3	4	54	6	87
Swiftsure	0	7	0	1	19	2	29
Audacious	0	1	0	2	31	2	36
Defence	0	3	1	0	9	2	15
Zealous	0	1	0	0	7	0	8
Orion	1	11	1	5	18	6	42
Goliath	2	12	7	4	28	9	62
Majestic	3	33	14	3	124	16	193
Bellerophon	4	32	13	5	126	17	197
Leander	0	0	0	0	14	0	14
Total	16	156	46	37	562	78	895

OFFICERS KILLED.

Ships Names.	*Officers Names.*	*Rank.*
Vanguard	—— Taddy	Captain of Marines
	Thomas Seymour	Midshipman
	John G. Taylor	Ditto
Alexander	John Collins	Lieutenant
Orion	—— Baird	Captain's Clerk
Goliath	William Davies	Master's Mate
	Andrew Brown	Midshipman
Majestic	George B. Westcott	Captain
	Zebedee Ford	Midshipman
	Andrew Gilmore	Boatswain
Bellerophon	Robert Savage Daniel	Lieutenant
	W. Launder	Ditto
	George Joliffe	Ditto
	Thomas Ellison	Master's Mate
Minotaur	J. S. Kirchner	Master
	Peter Walters	Master's Mate

OFFICERS WOUNDED.

Ships Names.	*Officers Names.*	*Rank.*
Vanguard	N. Vassal	Lieutenant
	J. Adye	Ditto
	J. Campbell	Admiral's Secretary
	M. Austin	Boatswain
	J. Weatherston	Midshipman
	George Antrim	Ditto
Theseus	—— Hawkins	Lieutenant
Alexander	Alexander J. Ball, Esq.	Captain
	J. Cresswell	Captain of Marines
	W. Lawson	Master
	G. Bully	Midshipman
	Luke Anderson	Ditto
Audacious	John Jeans	Lieutenant
	Christopher Font	Gunner

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Ships Names.	*Officers' Names.*	*Rank.*
Orion	Sir James Saumarez	Captain
	Peter Sadler	Boatswain
	Philip Richardson	Midshipman
	Ch. Miell	Ditto
	—— Lanfesty	Ditto
Goliath	William Wilkinson	Lieutenant
	Law. Graves	Midshipman
	P. Strachan	Schoolmaster
	James Payne	Midshipman
Majestic	Charles Seward	Ditto
	Charles Royle	Ditto
	Robert Overton	Captain's Clerk
Bellerophon	H. D. Darby, Esq.	Captain
	Ed. Kirby	Master
	John Hopkins	Captain of Marines
	——. Chapman	Boatswain
	Nicholas Betson	Midshipman
Minotaur	Thomas Irwin	Lieutenant
	John Jewell	Lieut of Marines
	Thomas Foxton	Second Master
	Martin Wills	Midshipman
Swiftsure	William Smith	Midshipman

Vanguard, off the Mouth of the Nile,
August 11, 1798.

SIR,

Herewith I send you a copy of my letter to the Earl of St. Vincent of this date.

I have the honour to be, &c.

HORATIO NELSON.

Evan Nepean, Esq.

Vanguard, off the Mouth of the Nile,
August 11, 1798.

MY LORD,

The Swiftsure brought in this morning La Fortune, French corvette, of 18 guns, and 70 men.

I have the honour to be, &c.

HORATIO NELSON.

Earl St. Vincent.

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PHILOSOPHICAL PAPERS.

CURIOUS FISH,

OBSERVED BY M. VAILLANT *, IN HIS VOYAGE FROM THE CAPE OF GOOD HOPE.

I EMBARKED in the Ganges, commanded by Captain Paardehooper. We sailed from False Bay the 14th of July 1784, accompanied by four other of the Company's ships. We had scarcely cleared the Bay, when contrary winds drove us to the southward, where an horrible tempest assailed us, and we were driven by a violent gale to the latitude of 37° south. I felt by experience how much reason the Portuguese had to call the southernmost part of Africa the Cape of Tempests.

The four vessels sailed in company, without losing sight of each other; and we even visited one another, when the weather was calm, and we could hoist out our boats.

When this kind of intercourse was rendered impracticable by high winds and a too stormy sea, we had recourse to another, that of mutually writing letters, of which the gulls and terns were the carriers.

These birds, beaten by the winds, and tired with their flight, would pitch upon our yards to rest themselves, where the sailors easily caught them. Having fastened our little epistles to their legs, we then let them fly, and, making a noise to prevent their alighting again on the vessel, obliged them to wing their course to the next. There they were caught again by the crew, and sent back to us in the same manner with answers to our letters.

In the latitude of 10° 15′ north, and longitude 355°, we met with a calm that delayed us several days, and in the interval I witnessed a phœnomenon, which, though known to the crew, was to me perfectly new.

The Lopkins, Fishing Frog, *Toad Fish*, or Sea Devil, is a genus of the branchiostegious order of fish, whose head is in size equal to all the rest of the body. A very correct engraving of this hideous animal is to be seen in Pennant's Zoology, four vols. 8vo. published by Mr. White in Fleet-street. a work which officers of the navy would find a compendious and useful addition to their Marine Library. There are three species of this fish, the most remarkable of which is the piscatorious, or common fishing Frog, an inhabitant of the British seas. It was known to the ancients by the name of Βρατχος, and

* New Travels into the interior Parts of Africa, vol. iii. p. 474.

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rana. Pliny takes notice of the artifice used by it to take its prey: *eminentia sub oculis cornicula turbato limo exerit, assultantes pisciculos attrahens, donec tam prope accedunt, ut assiliat.* "It puts forth the slender horns it has beneath its eyes, enticing by that means the little fish to play round till they come within reach, when it springs on them" The Fishing Frog *, some being between four and five feet in length. Mr. Pennant mentions one taken near Scarborough, whose mouth was a yard wide. The fishermen on that coast have a great regard for this fish, from a supposition that it is a great enemy to the Dog-Fish; and whenever they take it with their lines set it at liberty. The bodies of that fierce and voracious fish are often found in the stomach of the Fishing Frog.

Immediately above the nose are two long tough filaments, and on the back three others: these are what Pliny calls *Cornicula*, and says it makes use of them to attract the little fish. Mr. Pennant says, they appear to him like lines flung out for that end; he therefore changed the old name of Fishing Frog for the more simple one of Angler.

Along the edges of the head and body are a multitude of short finged skins, placed at equal distances. The colour of the upper part of this fish is dusky, the lower part white, the skin smooth.

The Fishing Frog of Mount's Bay †, called by Mr. Pennant Long Angler, is a species not generally known.

It is, says Dr. Borlase, of a longer form than the common kind: the head more bony, rough, and aculeated. It had no finlike appendages round the head, but on each side the thinner part of the body, beginning beneath the dorsal fin, and reaching within two inches of the tail, was a series of them, each three quarters of an inch in length.

At the end of the pectoral fins were spines an inch and three quarters in length; at the end of the tail others three quarters of an inch long.

The French style this fish—*La Grenouille de Mer, ou pescheuse.—Le Diable de Mer, Bauldroy et Pescheteau.*

OBSERVATIONS ON THE MONSOONS.

[From the BOMBAY CALENDAR.]

OUR readers will not require to be told, that our year is divided into two grand seasons, or, as they are called, the south-west and north-east monsoons; that the first generally prevails from May to the middle of September, inclusive, the other during the remaining months; yet we must premise this as an introduction to what follows:

* So called from its figure resembling that animal in a tadpole state.

† Borlase's Cornwall, 266, tab. 27, fig. 6.—Phil. Trans. vol. liii. 170.

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We need scarcely to observe, that during the south-west monsoon, all the ports and roadsteds on this side of India deny approach; so much so, that between the 15th of May and the 1st of September, ships are precluded by their policies from touching upon the Malabar coast, or from lying in Surat Roads between the 1st of May and the 1st of September. Generally speaking, the monsoon is considered to extend from Dunder head, the southern extremity of Ceylon, to the Persian Gulph; in order to attain which, they who should sail at this season, would be obliged to make what is called a southern passage, that is, go first to the south of the equator, before they could stretch over to the westward; a voyage that would occupy for Muscat about forty days, and to Bussorah about two months; the same objection exists against sailing at this season to any part of the Arabian coast: as for the Red Sea, it is considered in vain to attempt entering it at this season—nor can it be said to be favourable to sail now to the Cape, the Mauritius, or any port to the westward.

To the other side of India, on the contrary, it is now the most advantageous period of departing. From the middle of April even to the middle of August, a voyage to Madras may be made in about twelve or fifteen days; to Bengal, from fifteen to twenty days; after this time, it becomes excessively tedious from the necessity of keeping to the eastern side of the bay to avoid the violent weather on the Coromandel coast; for the same reason the south-west monsoon is eligible to leave Bombay for any of the ports in the Gulph of Bengal, or the Straits of Malacca:—hence also it is the season for sailing to China: after the 20th of August, however, what is called the direct passage to China becomes very precarious, with much probability of finding blowing weather in the China seas.

With regard to the ports from which ships may be expected to arrive at Bombay during this monsoon; it may be laid down as a general rule, that the quarters favourable to sail to during any season, are those that it is unfavourable to expect arrivals from; and *vice versa*; hence from the Persian Gulph, the Red Sea, the Cape of Good Hope, and the westward in general, this is the most seasonable period to expect arrivals: from Muscat, a trip may be now made in ten or twelve days, from Mocha in twenty days, and Suez in about a month; it should be remarked, that after September the Red Sea admits of no egress: ships consequently remaining there beyond that time, must continue there all the north-east monsoon, and are said to have lost their passage; on this account the 25th of August is the latest day to which our cruisers are allowed to remain at Suez. From the Cape a passage may be made in five or six weeks; from the Mauritius, in three weeks or a month.

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The south-west monsoon is also the most favourable season in which a passage may be made from Batavia or any ports to the eastward, through these southern straits; from Batavia to Bombay in particular, a passage may be made in about thirty-five days. From Madras and Bengal during the south-west monsoon, it is necessary to make the southern passage in order to reach Bombay; this will require in a passage from Madras from thirty to forty days, and from Bengal from forty-five to sixty days, from the necessity of working out of the river and beating down the bay to clear Acheen-head; from the Straits of Malacca, it is an arduous task to sail for this port, or even to any one on the Peninsula of India, owing to the difficulty of working round Acheen-head.

We have now to treat of the north-east monsoon, or the season which may be considered as included between the 15th of August and the 15th of April, in which, the first circumstance that occurs to us to remark, is that our coast is rendered in a peculiar manner secure and favourable to navigation; it is now considered the most eligible period for sailing to the Persian Gulph, and in general to all ports to the westward: to Muscat the trip is generally fifteen, and to Bussorah twenty-eight days. The time suitable for sailing to Mocha and Suez is from the middle of February to the middle of March, when a passage may be made to the first in eighteen days, to the second in twenty-five. If a ship be delayed till the latter end of March or the beginning of April, the passage becomes more tedious, being then obliged to make the land to the southward of the island of Socatra, before the gulph can be entered, on account of the southerly winds which prevail, and a current setting to the northward. After the 15th of April a ship bound to the Red Sea would be very likely to lose her passage.

Between the 15th of August and the 15th of September it may be considered favourable to sail to Madras and Bengal, but after this time the season is suspended, owing to the setting in of the north-east monsoon on the other side of India, which closes the ports on the coast of Coromandel, Golconda, and Orissa, between the 15th of October and the 15th of December, at least this period is excepted in common policies of insurance: after this time again a passage may be made to Madras in thirty, and Bengal in fifty days; this season may be deemed unfavourable to the coast of Pegue and the Straits of Malacca, but for the Straits of Sunda, Batavia, for example, it is the best adapted: a passage thither may be made in thirty-five days.

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NAVAL POETRY.

" NOR LET THE SONS OF LETTER'D PRIDE DESPISE
" GERMS, WHENCE THE VIG'ROUS SHOOTS OF VALOUR RISE;
" SO ATTIC FREEDOM OWN'D HARMODIUS' STRAIN,
" SO ROUS'D TYRTÆUS' SONG THE SPARTAN TRAIN."

Pye's Naucratia.

POOR TOM:—*A TALE.*

From "TALES OF THE HOY," *by* PETER PINDAR.

(LATELY PUBLISHED.)

NOW the rage of battle ended,
And the French for mercy call:
Death no more in smoke and thunder
Rode upon the vengeful ball.

Yet, what brave and loyal heroes
Saw the sun of morning bright—
Ah! condemn'd by cruel fortune
Ne'er to see the star of night.

From the main deck to the quarter,
Strew'd with limbs, and wet with blood,
Poor Tom Halliard, pale and wounded,
Crawl'd where his brave captain stood.

" O, my noble captain! tell me,
" Ere I'm borne a corpse away,
" Have I done a seaman's duty
" On this great and glorious day?

" Tell a dying sailor truly,
" For my life is fleeting fast;
" Have I done a seaman's duty?
" Can there aught my mem'ry blast?"

" Ah! brave Tom! the captain answer'd,
" Thou a sailor's part hast done!
" I revere thy wounds with sorrow—
" Wounds by which our glory's won."

" Thanks my captain! life is ebbing
" Fast from this deep-wounded heart;
" But, O grant one little favour,
" Ere I from the world depart.

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" Bid some kind and trusty sailor,
" When I'm number'd with the dead,
" For my dear and constant Cath'rine
" Cut a lock from this poor head.

" Bid him to my Cath'rine give it,
" Saying, her's alone I die!
" Kate will keep the mournful present,
" And embalm it with a sigh.

" Bid him too this letter bear her,
" Which I've penn'd with panting breath;
" Kate may ponder on the writing,
" When the hand is cold in death,"

" That I will," replied the Captain,
" And be ever Cath'rine's friend."—
" Ah! my good and kind commander,
" Now my pains and sorrows end!"

Mute towards his captain weeping,
Tom uprais'd a thankful eye—
Grateful then, his foot embracing,
Sunk with Kate on his last sigh!

Who, that saw a scene so mournful,
Could without a tear depart?
He must own a savage nature—
Pity never warm'd his heart.

Now in his white hammock shrouded,
By the kind and pensive crew,
As he dropt into the ocean,
All burst out—" Poor Tom, adieu!"

SONNET ON ABSENCE,

BY A YOUNG LADY.

(NEVER BEFORE PUBLISHED.)

BLEAK howls the wintry wind! and o'er the world
Dull night in Stygian darkness draws her veil:
Rude, 'gainst the lattice, beating rain is hurl'd,
While my sad fancy chilling fears assail.
Ah! where is he, who thus my Muse deplores?
On the cold deck, far from these friendly shores.

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The long mid-watch he keeps; no haven near
Shelters the treasure that my soul holds dear.
No moon beam lights him o'er th' inconstant deep,
Yet still their course the patient helmsmen keep.
To thee, great God, I kneel! at thy decree
List grows the wind, and calm the troubled sea.
Thy guardian angel watchful still shall stand;
Support him o'er the waves, and guide him safe to land.

ADDRESS TO THE WINDS,

BY MRS. RATCLIFFE.

VIEWLESS through Heav'n's vast vault your course ye steer,
Unknown from whence ye come, or whither go!
Mysterious powers! I hear ye murmur low,
Till swells your loud gust on my startled ear,
And awful! seems to say—some God is near!
I love to list your midnight voices float
In the dread storm that o'er the ocean rolls,
And, while their charm the angry wave controuls,
Mix with its sullen roar, and sink remote.
Then, rising in the pause, a sweeter note,
The dirge of spirits, who your deeds bewail,
A sweeter note oft swells while sleeps the gale?
But soon, ye sightless powers! your rest is o'er;
Solemn and slow, ye rise upon the air,
Speak in the shrouds, and bid the sea boy fear
And the faint warbled dirge is heard no more!
Oh, then I deprecate your awful reign!
The loud lament yet bear not on your breath!
Bear not the crash of bark far on the main,
Bear not the cry of men, who cry in vain,
The crew's dead chorus sinking into death!
Oh, give not these, ye pow'rs! I ask alone,
As wrapt I climb these dark romantic steeps,
The elemental war, the billows moan;
I ask the still, sweet tear, that list'ning fancy weeps!

HUMAN LIFE COMPARED TO THE OCEAN,

BY DR. YOUNG.

OCEAN! thou dreadful and tumultuous home
Of dangers, at eternal war with man!
Death's capital! where most he domineers,

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With all his chosen terrors frowning round,
Tho' lately feasted high at Albion's cost,
Wide op'ning, and loud roaring still for more!
Too faithful mirror! how dost thou reflect
The melancholy face of human life?
The strong resemblance tempts me farther still:
And, haply, Britain may be deeper struck
By moral truth in such a mirror seen,
Which nature holds for ever at her eye.
Self-flatter'd, unexperienc'd, high in hope,
When young, with sanguine cheer, and streamers gay,
We cut our cable, launch into the world,
And fondly dream each wind and star our friend;
All in some darling enterprize embarked:
But where is he can fathom its event?
Amid a multitude of artless hands,
Ruin's sure perquisite! her lawful prize!
Some steer aright; but the black blast blows hard,
And puffs them wide of hope; with hearts of proof
Full against wind and tide, some win their way;
And when strong effort has deserv'd the port,
And tugg'd it into view, 'tis won! 'tis lost!
They strike; and, while they triumph, they expire,
In stress of weather, most: some sink outright;
O'er them, and o'er their names the billows close;
To-morrow knows not they were ever born;
Others a short memorial leave behind;
Like a flag floating, when the bark's ingulph'd,
It floats a moment, and is seen no more:
One Cæsar lives, a thousand are forgot.
How few beneath auspicious planets born,
With swelling sails make good the promis'd port,
With all their wishes freighted! Yet even these,
Freighted with all their wishes, soon complain:
They still are men, and when is man secure?
As fatal time as storm! the rush of years
Beats down their strength; their numberless escapes
In ruin end: and now their proud success
But plants new terrors on the victor's brow:
What pain to quit the world just made their own,
Their nest so deeply down'd and built so high!
Too low they build, who build beneath the stars.

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MONTHLY REGISTER OF NAVAL EVENTS

FOR THE PRECEDING MONTH.

ADMIRALS IN COMMISSION, WITH THEIR SECRETARIES AND STATIONS.

*Those with * are Commanders in Chief.*

11	*	Admiral Sir Peter Parker, Bart.	S. Hodgson, Esq.	*Portsmouth*
21	*	Admiral Right Hon. Lord Bridport	J. Henderson, Esq.	*Channel Fleet*
14	*	Admiral J. Peyton, Esq.	W. Coldfinch, Esq.	*Downs*
5	*	Admiral Sir R. Kingg, Bart.	Charles Brewer, Esq.	*Plymouth*
14	*	Admiral Earl St. Vincent, K. B.	G. Purvis, Esq.	*Lisbon*
6	*	Admiral Right Hon. Lord Viscount Duncan	G. Noble, Esq.	*North Sea*
9	*	Vice Admiral Sir Richard Onslow, Bart. Second in Command in the North Seas	James Harvey, Esq.	*North Sea*
7	*	Vice Admiral Robert Kingsmill, Esq.	E. Vidal, Esq.	*Cork*
21	*	Vice Admiral Sir H. Parker, Knt.	P. Osborn, Esq.	*West Indies*
8	*	Vice Admiral G. Vandeput, Esq.	Esq.	*Halifax*
12		Vice Admiral Sir A. Gardner	G. Gratt, Esq.	*Cruizing*
11		Vice Admiral Sir C. Thompson	John Scott, Esq.	*Cruizing*
14	*	Vice Admiral S. Lutwidge, Esq.	Benjamin Stowe, Esq.	*Sheerness*
7		Vice Admiral Lord Keith, K. B.		*Lisbon*
8		Vice Admiral Hon. W. Waldegrave	J. P. Rouse, Esq.	*Portsmouth*
20		Rear Admiral Sir Roger Curtis, Bart.	W. P. Wallis, Esq.	*Lisbon*
10	*	Rear Admiral H. Harvey, Esq.	Esq.	*West Indies*
20		Rear Admiral Sir William Parker, Bt.	William Goddard, Esq.	*Lisbon*
4	*	Rear Admiral R. R. Bligh, Esq.	John Griffiths, Esq.	*West Indies*
22	*	Rear Admiral P. Rainier, Esq.	J. Brounker, Esq.	*East Indies*
13	*	Rear Admiral Sir H. C. Christian, K. B.	L. M'Lean, Esq.	*Cape of Good Hope*
12		Rear Admiral Lord Hugh Seymour		*Channel*
11		Rear Admiral C. M. Pole	Esq.	*Channel*
14		Rear Adm. Right Hon. Lord Nelson, K. B.	G. Campbell, Esq.	*Mediterranean*
10		Rear Admiral T. L. Frederick		*Lisbon*

Gazette Letters.

ADMIRALTY OFFICE, DEC. 1, 1798.

Copy of a Letter from Sir Charles Thompson, Bart. Vice Admiral of the Blue, to Evan Nepean, Esq. dated at Spithead, Nov. 29.

SIR,

BE pleased to acquaint their Lordships that his Majesty's ship Ambuscade arrived at Spithead this afternoon, with L'Hirondelle, a French prize of twenty guns and fifty men, from the Isle of France. I am, Sir, &c.

CHARLES THOMPSON.

ADMIRALTY OFFICE, DEC. 4.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 2d instant.

SIR,

INCLOSED is a copy of a letter which I have received from the Honourable Captain Stopford, of his Majesty's ship Phaeton, which I transmit to you for their Lordships' information. I have the honour to be, &c.

BRIDPORT.

MY LORD, *Phaeton, at Sea, Nov. 24.*

I have the honour to inform your Lordship, that his Majesty's ship under my command has this day captured a French brig privateer, called La Resolue, mounting 18 guns, and carrying 70 men.

She was returning from a cruise, in which she had captured one English merchant ship, called the General Wolfe, from Poole, bound to Newfoundland; and an American sloop from Boston to Hamburgh, which latter was recaptured by the Stag last night. The Phaeton having continued the chase after the privateer, the two ships separated, but I am in hopes that we shall soon again join.

I have the honour to be, &c.

ROBERT STOPFORD.

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Copy of another Letter from the Earl of St. Vincent, K. B. Admiral of the Blue and Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Gibraltar, October 31.

SIR,

I inclose a letter from Captain Bland, of L'Espoir, acquainting me with the capture of a small French cutter (La Fulminante). This vessel is so admirably adapted for an advice-boat, of which we are in extreme want, and so well found, that I immediately ordered Commissioner Inglefield to cause her to be surveyed and estimated, and she proceeded to sea the day after she was taken.

I am, Sir, &c. ST. VINCENT.

MY LORD, *L'Espoir, Oct. 29, 1798.*

I have the pleasure to inform your Lordship, his Majesty's brig under my command has captured a French national cutter, that was cruising between Tariffa and Tangiers, who had the impudence to attack us. I am, my Lord, &c.

LOFTUS BLAND.

Extract of another Letter from the Earl of St Vincent, K. B. to Evan Nepean, Esq. dated at Gibraltar, Nov 15, 1798.

You will perceive by the inclosed copy of a letter and list of captures and recaptures from Captain Middleton, of his Majesty's ship the Flora, that the position I placed her and the Caroline in, furnished a considerable degree of protection to the outward bound African and West India trade.

MY LORD, *His Majesty's ship Flora, off the Salvages, Oct. 4.*

I have the honour to inform your Lordship that the Salvages bearing N. by W. six or seven leagues distant, I fell in with his Majesty's ship the Caroline, in chace of a cutter; after passing the private signal, I joined in the chace until nine A M. when she struck. She proves to be the President Parker, of L'Orient, Citizen Ferry, commander; a new vessel, sails well, and belongs to the Republic, but has a letter of marque for six months. In the chace he hove all her guns overboard, also the shot and a quantity of provisions. She had captured the Bird of Liverpool, Robert Tyne, master, bound to Africa, which Captain Bowen, of the Caroline, had recaptured this morning at four o'clock. Annexed I send your Lordship a list of the guns thrown overboard; and have the honour to be, my Lord, &c.

R. G. MIDDLETON.

A List of Guns, &c. thrown overboard by the Cutter during the chace.

Eight carronades, 36-pounders; 1 long gun, 9-pounder; six months provisions of all species (nearly), and all her boats.

List of Ships and Vessels captured, re captured, and destroyed by his Majesty's Ships Flora and Caroline, between the 19th day of July and the 5th of Nov. 1798.

Portuguese brig Nostra Senora de Monte, of 12 men, belonging to Madeira, bound from Madeira to St. Michael, laden with sale goods, prize to L'Abeille French privateer re-captured the 1st of August 1798, off Palma, by the Flora, and sent to Madeira.

Spanish packet Grimaldi, of 2 guns, and 28 men, belonging to Corunna, bound from Corunna to the Havannah, laden with wine, &c. captured the 4th September off Teneriffe, by the Flora, and sent to Madeira.

Spanish ship La Carlota, of 19 men, belonging to Teneriffe, bound from the river de Plata to Teneriffe, laden with leather and tallow, captured the 30th September off Teneriffe, by the Flora, and sent to Madeira.

English ship Bird, of 10 guns and 30 men, belonging to Liverpool, bound from Liverpool to the coast of Guinea, laden with various Guinea stores, prize to President Parker privateer, re-captured the 4th of October off the Salvages, by the Caroline, and sent to Madeira.

French cutter privateer, President Parker, of 12 guns, and 50 men, belonging to Dunkirk, bound from L'Orient on a cruise, captured off the Salvages by the Flora and Caroline, and sent to Madeira.

French lugger privateer L'Esperance, 1 gun with musquets, and 38 men, belonging to Santa Cruz, bound from Santa Cruz on a cruise, destroyed the 16th October at Teneriffe, by the Caroline's boats.

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French ship polacre privateer, Le Baret, 10 guns and 77 men, belonging to Malaga, bound from Grand Canary on a cruise, captured the 20th October off Teneriffe, by the Caroline and Flora, and sent to Madeira.

R. G. MIDDLETON.

ADMIRALTY OFFICE, DEC. 15.

Copy of a Letter, dated at Ramsgate, the 6th Instant, from Mr. Thomas Robert Ridge, Commander of the Badger Excise Cutter, to the Honourable the Commissioners of Excise, and transmitted to this Office.

HONOURABLE SIRS,

I BEG leave to inform your Honours, that being cruising with the Badger cutter on the morning of the 5th instant, I fell in with and captured between Folkstone and Dungenness a French lugger privateer of four carriage guns, and manned with eighteen men, called the Calaisen, Citoyen Jaques Guillaume Lamey, commander, of and from Calais, out 18 hours, and had captured nothing, quite new, being her first cruise. I have put in here with the prize, owing to its blowing very strong from the southward, and as soon as it moderates I shall proceed to Dover with her. I am, &c.

THO. R. RIDGE.

ADMIRALTY OFFICE, DEC. 22.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the Whits, &c. to Evan Nepean, Esq. dated the 18th inst.

INCLOSED is a copy of a letter from Captain Jenkins, of his Majesty's ship Ambuscade, which is transmitted to you for their Lordships' information.

I have the honour to be, Sir, &c.

BRIDPORT.

MY LORD, *Ambuscade, at Sea, Dec. 13.*

I beg to acquaint your Lordship, that I have captured the Letter of Marque Faucon, from Guadaloupe bound to Bourdeaux, loaded with sugar, coffee, &c. She is near 200 tons, has been 46 days on her passage, and had not taken any thing.

I have the honour to be, &c.

HENRY JENKINS.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the Blue and Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean Esq. dated Le Souverain, Gibraltar, Nov. 23, 1798.

SIR,

I enclose a letter from Lieutenant Coryndon Boger, of the Majestic, who commands his Majesty's sloop El Corso in the absence of Lord William Stuart, her Captain, giving an account of the capture of one of the most mischievous of the enemy's privateers which infest the entrance of the Straits; and his activity on the occasion does him great credit. I am, &c.

ST. VINCENT.

MY LORD, *Tangier Bay, Nov. 21.*

I have the honour to acquaint your Lordship, that after seeing the convoy into the Bay of Gibraltar, I chased two French privateers, one of which, l'Adolphe, mounting six carriage guns and 42 men, I captured yesterday evening, the other I drove on shore about two miles to the westward of Tarif, but from the day being far advanced, and very hazy weather, I found it impossible, with safety, to attempt destroying her. I am your Lordship's, &c.

CORYNDON BOGER.

ADMIRALTY OFFICE, DEC. 23, 1798.

LIEUT. JONES, of his Majesty's ship Leviathan, arrived here this afternoon with a dispatch from Admiral the Earl of St. Vincent, to Mr. Nepean, of which the following is a copy:

SIR, *Le Souverain, Gibraltar, Dec. 6, 1798.*

I inclosed the copy of a letter from Commodore Duckworth, with other documents relating to the conquest of the Island of Minorca; upon which important event I request you will congratulate the Lords Commissioners of the Admiralty.

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Lieut. Jones, First of the Leviathan, is the bearer of this dispatch, who, from the report of Commodore Duckworth, and my own observation when my flag was on board that ship, is highly deserving their Lordships' favour and protection. I am, Sir, &c. &c. ST. VINCENT.

MY LORD, *Leviathan, off Fournelles, Minorca, 19th Nov.* 1798.

In pursuance of your Lordship's instructions to me of the 18th and 20th of October, I proceeded with the ships under my orders, and the troops under the command of the Hon. Gen Charles Stuart, to the rendezvous off the Colombrites; and, after having been joined by his Majesty's sloop Peterell, and the arrangements for landing had been completed, on the 5th in the afternoon I stood for Minorca, but in consequence of light winds I did not make that island till day-break on the 7th, then within five miles of the Port of Fournelles, where finding the wind directly out of that harbour, and the enemy prepared for our reception, I (having previously consulted the General) made the signal for Captain Bowen of the Argo, accompanied by the Cormorant and Aurora, to assist in covering the landing, to lead into the Creek of Addaya, there not being water or space enough for the line of battle ships; which he executed in a most officer like and judicious manner; and in hauling round the Northern point a battery of four twelve pounders fired one gun; but, on seeing the broadside, the enemy left it, blowing up their magazines, and spiking the guns, when the transports were got in without damage, though there was scarcely room for stowing them in tiers. During this service, which was rapidly executed, the Leviathan and Centaur plied on and off Fournelles, to divert the attention of the enemy; but knowing an expeditious landing to be our greatest object, as soon as I observed the transports were nearly in the creek, I bore away, and anchored with the Leviathan and Centaur off its entrance, to see that service performed. One battalion was put on shore by eleven o'clock, and directly took the height, which proved fortunate, as the enemy very quickly appeared in two divisions, one of which was marching down towards the battery before mentioned, when I ordered the covering ships to commence a cannonade, which effectually checked their progress, and the General kept them at bay with the troops he had; and by six o'clock in the afternoon the whole were on shore, with eight six pounders, field pieces, and eight days' provisions, as also two howitzers. On the same evening, after ordering the Cormorant and Aurora to proceed off Port Mahon, with seven transports, to form a diversion, I got under way with the Leviathan and Centaur, and turned up to Fournelles with an intent to force the harbour; but on my entering the passage, I found the enemy had evacuated the forts, and the wind throwing out caused me to anchor, when I made the Centaur's signal (which was following me) to haul off, landed the marines of the Leviathan, took possession of two forts of four guns each, and one of six: but soon after the General requesting I would not enter this port, I ordered Captain Digby to embark the marines, and put to sea, and cruise under the command of Capt. Markham, who was employed in covering the Port of Fournelles and Addaya, and preventing succour being thrown in, whilst my pendant was hoisted on board the Argo, where I continued two days, aiding and directing the necessary supplies for the army. In this I was ably assisted by Captain Bowen. During these two days I visited head quarters to consult with the General, when it was decided, as the anchorage at Addaya was extremely hazardous, and the transports in hourly risque of being lost, to remove them to Fournelles; which was executed under cover of the Leviathan and Centaur. On the 11th, I ordered the Centaur off Ciudadella to prevent reinforcements being thrown in, and anchored the Leviathan at Fournelles, landed some twelve pounder field-pieces and howitzers, the sailors drawing them up to the army, shifted my pendant to the Leviathan, and left the Argo at Addaya, ordering Capt. Bowen to continue there till all the depots were re-embarked and removed, which was effected that day. Late that evening I received information from the General that four ships, supposed to be of the line, were seen between Minorca and Majorca. In the middle of the night, the General sent me another corroborating report from the look-out man, of the four ships seen being of the line. I instantly put to sea (though one-fifth of the crews were on shore) with two ships of the line, a forty-four, and three armed

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transports, and stood towards Ciudadella; when at day-light the next morning, that place bearing S. E. by S. eight or nine miles, five ships were seen from the mast-head standing directly down for Ciudadella. I instantly made the signal for a general chase, when I soon observed the enemy haul their wind for Majorca: but I continued the pursuit to prevent the possibility of their throwing in succour to Minorca; and at noon I discovered the enemy from the fore-yard to be four large frigates and a sloop of war; this latter keeping her wind, I made the Argo's signal to haul after her, and Capt. Bowen by his letter of the 15th, informs me he took her at half past three in the afternoon, and proved to be his Majesty's sloop Peterell, which had been captured the preceding forenoon by the squadron of frigates I was in chace of—For further particulars on that head I shall refer you to Captain Bowen's letter, where I am convinced you will observe with great concern the very harsh treatment the officers and crew of the Peterell met with when captured; and he has since added, that one man who resisted the Spaniards plundering him of forty guineas, was murdered and thrown overboard. I continued the chase till 11 o'clock that night, when I was within three miles of the sternmost frigate; but finding the wind become light, I feared it would draw me too far from the island of Minorca; I therefore hailed the Centaur and directed Captain Markham to pursue the enemy, steered directly for Ciudadella, which I made the subsequent afternoon (the 14th), with the Calcutta and Ulysses. The next morning (the 15th) at day-break, the Argo joined us off Ciudadella. Having had no communication from the General, I sent the First Lieutenant, Mr. Jones, though a very hazardous night, in the ship's cutter, with a letter to the General, proposing to cannonade Ciudadella if it would facilitate his operations. In the morning of the 16th, Lieutenant Jones returned with duplicates of two letters I had previously received by Captain Gifford, the General's Aid-de-Camp, acquainting me that he had summoned the town on the 14th, and that Terms of Capitulation were agreed upon on the 15th to surrender to his Majesty's arms. When I went on shore, I signed the Capitulation the General had made, on which fortunate event I most truly congratulate your Lordship.—The Centaur joined, not having been so fortunate as to capture either of the Spanish Frigates, though within four miles of the sternmost. Capt. Markham being apprehensive the continuance of the chace would carry him to a great distance from more essential service.—From the 10th in the morning, when Fort Charles was put into our possession, and Lord Mark Kerr in the Cormorant, with the Aurora, Captain Caulfield, entered the port, those ships have been employed for the defence of the harbour, guarding the prisoners: and I have the pleasure to assure your Lordship, in the performance of the various services incident to the movements I have stated, I cannot pass too high encomiums on the Captains, Officers, and Seamen under my command. From Captains Poulden and Pressland, agents of transports, I received every possible assistance in their departments; and when it was necessary I should proceed to sea to bring to action a reputed superior force, they shewed great spirit, and used every exertion to accompany me in their armed transports, as did Lieut. Simmonds, the other agent, in his. I must now beg leave to mention my First Lieutenant, Mr. George Jones, who, in the various and hazardous services he had to undergo during the attack of the island, has proved highly deserving my praise; I have therefore put him to act as commander of the Peterell, which ship I have presumed to recommission to convey the present dispatches. There is also high merit due to my Second Lieutenant, Mr. William Buchannan, whom I landed as second in command under Captain Bowen, with more than 250 seamen. There were likewise the Leviathan's and Centaur's Marines with the army, to the number of 100; but the other essential service calling Capt. Bowen on board his ship, the command of the seamen devolved on Lieutenant Buchannan, and, as will appear by the strongest accompanying testimony given him from the Commander in Chief of the Army, he performed the services with the army with the greatest ability and exertion. I should feel myself remiss were I to close this without noticing to your Lordships the particular exertions, activity, and correctness of Lieut. Whiston, of the Constitution cutter, in the various services and messages he had to execute.

The General having signified a wish that his dispatches should be sent without delay, I have not yet been able to visit the port of Mahon, to obtain a return of the state of the dock-yard or vessels captured in that place; but I un-

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derstand, from Captain Lord Robert Mark Kerr, that there are no ships of war, and only one merchant ship of value: the particulars of which I will transmit by the earliest opportunity. I have the honour to be, my Lord, with the highest respect, &c.

Admiral the Earl of St. Vincent, K. B. J. T. DUCKWORTH.

SIR, *Argo, at Sea, 15th Nov. 1798.*

I have the honour to acquaint you, that at half past three P. M. on the 13th inst. I had the good fortune to come up with the ship that I hauled the wind after round Cape Rouge, comformable to your signal; she proved to be his Majesty's ship Peterell, in possession of Don Antonio Franco Gandrada, second Captain of the Spanish frigate Flora, who, in company with three others, named in the margin *, captured her the day before.

These frigates had come from Carthagena, had touched at Barcelona, sailed from thence on Saturday last bound to Mahon, with eight millions of rials to pay the troops.

Deeming it absolutely necessary to make the Peterell useful until your return, I took all the Spaniards out, (72 in number) and gave her in charge of my first Lieutenant, Mr. Lyne, with a Mate, two Midshipmen, thirty Seamen, and twelve marines, directing them to land an officer and guide at Fournelles, with a letter for General Stuart, and to return here immediately.

I am sorry to inform you the Spaniards behaved very ill to the officers and seamen of the Peterell, having robbed and plundered them of every thing. Great part of the captain's and officers' clothes I have recovered. I returned off this place yesterday, but being calm I could not get near the shore.

I have the honour to be, Sir, &c.

Commodore Duckworth. JAMES BOWEN.

SIR, *Before Ciudadella, Nov. 18. 1798.*

I have the honour to return you and the gentlemen employed on shore under your command, my sincere thanks for your activity, zeal, and assistance, in forwarding the light artillery of the army; neither can too much praise be given to the seamen for their friendly and cheerful exertions under very hard labour; exertions which were accompanied with a propriety of behaviour which I greatly attribute to your management, and which will ever merit my acknowledgements and affords me the satisfaction of assuring you that I am with sincere regard, your's, &c.

Lieutenant Buchannan. CHARLES STUART.

A List of Stores found in the Arsenal of Port Mahon.

The keel and stern frame for a man of war brig, on the stocks, with all the timbers, and part of the clothing, all the rigging, &c.

14 Gun boats, hauled up with all their rigging in good order, but the boats very old.--13 boats from 36 to 20 feet in length, all their rigging in good order, and fit for service.

2 Cables of 17 inch.—2 do. of 9 inch —9 do. of 5 ½ inch.

Rope of 5 inch, 400 fathoms— do. of 3 inch, 400 fathoms.— do, of 2½ inch 600 fathoms —do. of 1½ inch. 400 fathoms—do. of 1 inch, 300 fathoms—do. of ¾ inch. 400 fathoms.

Old junk, 6000 pounds.

Six anchors, from 14 to 17 cwt.

Seven grapnels, of 7 cwt.

A large quantity of all sorts of iron work.

A brass mortar, of 13 inch.

Three ditto, of 12 ditto.

Some shells of 13 inch, and of 8 inch.

Two top-masts for 74 gun ships.

Three lesser ones.

Several caps and spars.

1000 fir planks.

Several knees, and some oak plank.

Twenty tons of nails of all sorts.

Thirty bolt of new, and about 400 yards of old canvass.

Fourteen Spanish pendants.

Blocks for the sheers and heaving ships down, of all descriptions, with various other small articles.

(Signed) J. WOOLDRIDG.
Lieutenant of the Cormorant.

List of Ships and Vessels found at Port Mahon, and taken Possession of.

A ship of 540 tons, partly laden with cotton, gums, and drugs.

A ship of 200 tons, in ballast.

A xebec of 60 tons, laden with horn, And four small tartans.

(Signed) J. WOOLDRIDGE,
Lieutenant of the Cormorant.

* Casilda, of 40 guns; Pomona, of 40; and Proserpine, of 40.

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NOTICE TO MARINERS.

Copenhagen, August 30, 1798.

In order to render those mariners who frequent the port of Bergen more confident of their situation when on that coast, particularly when sailing to and from the said port by Skuddenees, a new lantern-light has been erected on the point of that Naze, which will begin to burn on the 1st of January 1799, and continue on the same regulations as the rest of the lights, viz. during the summer, from Easter till Michaelmas, when it will be lit one hour after the setting of the Sun, and during the winter, from Michaelmas till Easter, it then being lit half an hour after the setting of the Sun, and continuing to burn till day-light. It is further made known, that this lantern will be hoisted on a mast or pole, close to which a shed is built and painted white, therefore the same must be seen very plainly in those directions in which it presents itself to view. The lantern will be about three hundred feet above the surface of the water. It is already known that there has long been a coal-light on the isles of Hvidding, and a lantern light close to Hoyvarden, the latter serving when one has entered Carmsound, to assist in chusing a good berth to anchor in. Whenever one may wish to bear away for the Bay and enter Carmsound, one ought, with due attention, to be able to distinguish the lights of Skuddenees and Hvidding Isles. This last, which is suspended between two poles, gives a blaze-light, but that on the Skuddenees, as has been observed, is a lantern, and gives a clear and steady light: and besides, this light cannot be seen when one comes from the westward, unless one is so much to the southward that the Cliff of Gizetongen does not interrupt the view of it, or that you have it due N E. by E.: and in this point of the compass, the navigation is clear from Hvidding isles; one may therefore, if one got sight first of one light, and were in doubt a short time which of them it was, steer a little East; for were it Skuddeness light that appeared, one would shortly after see the blaze of Hvidding Isles, unless it were a fog, hazy weather, or snow storm If, however, by steering more to the eastward, another light does soon appear, it must naturally be that on Hvidding Isles, and one may then by soundings set one's course accordingly and take a view of the other, since, if from the situation of Skuddenees light being hidden from the high land, a light appears more to the eastward than due N. E. by E. be assured it must be Hvidding Isles. Knowing this, one may with safety keep under Skuddenees as one may now by the new light know to a certainty where the bite is, and accordingly run in under the land and so into Carmsound. When one comes near the Smorstakken one may expect to see all the three lights; and again, if the light of Skuddenees is hidden by the high land, then the two others, particularly that close to Hoyvarden, will prove sufficient to direct one to a good anchorage in this harbour. But if one is unacquainted, and will not venture to run into Carmsound without pilot, or other obstacles presenting themselves, then the lights on the Isle of Hvidding and Skuddenees will prove a remarkable assistance to those who find themselves obliged to cruise here during the night; but in that case it is absolutely necessary to be particularly attentive that the current (which is frequently very strong here) does not drive the vessel on either side.

CONVOYS.

The following is a Copy of a Letter received by the Master of Lloyd's from the Honourable William Waldegrave, Vice Admiral of the Blue, lately Commander in Chief upon the Newfoundland station: and the Answer returned thereto by direction of the Committee for managing the concerns of the House.

"SIR, *Agincourt, Spithead, Nov.* 12, 1798.

"You have my permission to lay the accompanying papers before all those whom they may concern.

"I am persuaded that the Underwriter cannot fail to be much pleased with my new regulations respecting Convoys, as those regulations evidently tend to lessen his risk; and I am equally persuaded that the liberal and active Merchant, who looks forward to quick returns, and who, in consequence, makes a point of having his vessels well found, can be no less pleased with my endeavours to shorten his voyages.

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"As to the censure that I may incur from the little narrow-minded trader, who makes no scruple to retard the sailing of a whole convoy, for the want of his vessel being properly equipped, and who, perhaps, even looks to his profit through her capture—I leave such censure to the contempt it deserves.

"What led me to the forming the inclosed regulations respecting Convoys, was that some vessels that sailed under my convoy last year for Newfoundland, and others that sailed this, were deficient in the complement of their sails.

"As a proof of the efficacy of my newly-established instructions to the Commanders of convoys, take the following fact: Two days previous to the Latona's sailing with her convoy from St. John's for the ports of Portugal. I asked Captain Sotheron if all the masters of the vessels had received their instructions? He replied, "No they had not, as many of them were still very busy in completing the complement of their sails."—Can any proof be stronger? I seek no man's praise on this occasion; I fear no man's censure. I know my motive to be just, and as to the merits of the instructions in question, I leave them to the decision of the impartial world, and the test of time.

"I am, Sir, your most obedient humble servant,
(Signed) "WILLIAM WALDEGRAVE."

To the Master of Lloyd's.

SIR, "*Lloyd's, Dec* 5, 1798.

"We are directed by the Committee appointed for managing the concerns of this House, to return you their sincere thanks, as well on behalf of themselves as of the great body of Insurers of this city, for your very great care and attention to the business of convoys in general, during your late command on the Newfoundland station.

"The Committee desire further to say, that they feel extremely indebted to you for your very proper regulations respecting the state of the sails of Merchant's ships claiming the protection of convoy, prior to your allowing the masters thereof to receive their sailing instructions; and which regulations, if universally adopted, and extended to an inspection of anchors and cables, they are persuaded would prove highly beneficial to the trading interest of the Country.

"We have the honour to be, very respectfully, Sir, your most obedient and most humble servants,
(Signed) "BENNET, TREBILCOCK, AND WHITE."

The Hon. Wm Waldegrave,
Vice Admiral of the Blue, &c &c.

November 27. a Court of Directors was held at the East India House, when the following times of departure were fixed for the ships under-mentioned:

Glatton, for St. Helena, Bencoolen, and China; Sir Edward Hughes, for Madras and Bombay; Manship and Lord Thurlow, for Madras and Bengal.—To be afloat 7th Dec.—Sail to Gravesend 23d.—Be in the Downs 28th Jan. 1799.

William Pitt, new ship building by Mr Hamilton, and Marquis of Lansdowne, for Madras and Bengal, to be afloat 23d Dec.—Sail to Gravesend 7th Jan. 1799.—Be in the Downs 12th Feb.

Minerva, Britannia, and Rose, for Madras and Bengal.—To be afloat 7th Jan.—Sail to Gravesend 22d.—Be in the Downs 27th Feb.

The two new ships, building by Mr. Humble, for Madras and Bengal; Sir Stephen Lushington, for Bengal and Bencoolen; Lord Hawkesbury, for St. Helena and Bengal.—To be afloat 22d Jan.—Sail to Gravesend 5th Feb.—Be in the Downs 13th March.

The Woodford, Boddam, and Albion for Bombay; Alfred, for Madras and China; and Duke of Buccleugh, for China.—To be afloat 5th Feb.—Sail to Gravesend 20th.—Be in the Downs 28th March.

The Hindostan, True Briton, Earl Abergavenny, and Walmer Castle, for China.—To be afloat 20th Feb.—Sail to Gravesend 6th March—and to be in the Downs 11th April.

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The following Officers were sworn into the command of their respective ships:

Capt. George Benham, Walmer Castle.
——James Martin, Woodford.
——Thomas Garland Murray (new ship) by Mr. Hamilton.
Capt Robert Windlow (new ship) Humble.
——Charles Drummond, Glatton.
——Henry Farrer, True Briton.

Medals in honour of Lord Nelson's victory, are in circulation, with the following devices:

Obverse.—Religion supporting the bust of Admiral Nelson, with her right hand resting upon a cross and skull; by her is the British Lion, defending the Irish harp. In the back ground a Pyramid and Palm Tree, to mark the country where the victory was obtained. Legend—"*Nothing can oppose Virtue and Courage.*"

Reverse.—An anchor, with a Shield, on which is the Royal Arms of England, surrounded with a laurel, and a Scroll entwining it, with this Motto, "*Praise be to God.*" November 29th, 1798; above, the eye of Providence, denoting its Influence and Favour. Legend—"*Under this Sign you shall conquer.*"

LOSS OF THE HIRED TENDER MARGARET.

The following is a narrative of the loss of his Majesty's hired tender, Margaret (Lieutenant John Pollexfen, Commander, who was sent by Vice-Admiral Kingsmill with important dispatches for the squadron under the command of Captain Home, of the Cæsar, conveyed in a letter, received by the Admiral, from a Gentleman residing near Dunsanaghy, acquainting him with this melancholy event:

"I feel much concerned at being obliged to give you the melancholy information of the loss of the Margaret tender, with all her crew (25 in number) on this coast in the late violent storm. On Saturday night last, in a dreadful gale of wind at N. W. about nine o'clock, a gun was heard, supposed to be from a vessel in distress, and soon after a brig was driven upon a ridge that runs out from the main land to the Island of Ennisboffin, and almost instantly went to pieces, as I believe this place is one of the most dangerous for a vessel to touch upon in any weather. The wreck was so complete, that when I got to the shore the next morning, the stern of the vessel was lying a considerable distance from the wreck of the ship, and the whole altogether broke in to different parts. From a piece of paper taken up along the shore, only can it be known what the vessel was. One paper mentions the Margaret tender, John Pollexfen Lieut. and Commander; Collin Ross, Master and Commander; it seems to be a return of the men on board.

"The bodies of nine men and one woman have been driven on shore, and buried here; scarce any thing from the wreck has been saved."

Newcastle, Dec 1. On Sunday the 18th ult. the Britannia, Capt Caleb Watson, of this port, (belonging to Mr. Petrie), sailed from Shields, laden with lead bacon, butter, bale goods, &c. for London, having 11 or 12 passengers on board. On the Monday the wind shifted to the East, bringing on a heavy sea, which continued till Friday, during which time the vessel beat about, and was driven to the Northward on the staples, near the Fern Islands, opposite Bamborough Castle, where she was totally wrecked and all on board, both crew and passengers, 21 in number, unfortunately perished! Part of the vessel, with 50 firkins of butter, a carpenter's, and a medicine chest have since come ashore, The body of a child, we hear, has also been found near Bamborough.—Amongst the unfortunate sufferers on this melancholy occasion, were Mr. Thomas Heron, cabinet maker son of the late Major Heron of this town), his wife and two children; John Cook soap-boiler, and his wife (daughter of Mrs Foreman, in the Close, both which families were on a visit here: Thomas Scott, ship wright of this town, who has left a wife and three young children; and Andrew Ferguson, a private in the Perthshire Fencible Cavalry, at present stationed here: the names of the other passengers are yet unknown. Amongst those who belonged to the vessel, was Mr. John Watson, the Mate, brother to the Captain, Seldom did any circumstance create more heartfelt sorrow than this calamity has done, most of the unhappy sufferers having relatives and friends here, whose grief may easily be conceived but cannot be described.

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Greenock. The Fox cutter, Lieut. Welsh, commander, sailed from this port, to resume her station off the North West coast of Ireland. By the annual account of shipping actually in existence, belonging to this port, made up to the 30th of September last, there appears to be an increase of 4171 tons of shipping, and 482 seamen since the year preceding.

Guildhall, Dec. 5. In a Court of Common Council, Sir John Eamer moved,

"That the Thanks of the Court be given to Sir John Borlase Warren, for his very active vigilance during the present War, and particulaaly for the victory obtained over the the French Fleet destined to invade and aid the Rebellion in Ireland. That the Freedom of this City be presented to Sir John Borlase Warren, by the Lord Mayor, in a gold box of 100 guineas value.—Thanks of the Court were given to the Officers, Seamen, and Marines of the Squadron."

The Lord Mayor was requested to convey the Resolutions.

Mr. Dixon moved and Mr. Kemble seconded,

"That the Conduct of John Taylor and James Harding, two brave seamen who, at the risk of their lives, rescued from the sea the Dispatches destined for Bonaparte, were deserving of reward."

The motion was received with great applause, and it was referred to a Committee to consider what reward those brave men deserve.

The last motion in this Court was highly honourable to the feelings of the Members, because it shews that they are able to distinguish merit, however humble its residence.

DREADFUL STORM.

Extract of a Letter from a Passenger on board the Britannia Packet, to the Editor of the Cork Herald.

"We sailed from Cove last Monday morning with a very fine breeze from the N. W. and, from the appearances of the weather, had not the least doubt but what we should arrive at Bristol the day following: but, on the night of the 20th, the wind had shifted to the Eastward, which increased to a very heavy gale. We had nearly 100 men on board, 4 horses, and but 40 gallons of water for the whole, and no appearance of a change of weather. We this day served out half a pint a man, which considerably diminished the stock, the horses being excluded. On the Thursday following the same allowance was given, which nearly expended the whole. On that night, from the heat of the hold (the hatches being obliged to be kept on, to prevent the vessel from filling), the smell of the skins with which the packet was loaded, and the want of water, the horses became so wild as to do a vast deal of mischief to the poor wretches who were confined in this close place with them; they broke their halters and got loose. The men now proceeded to knock them down; which they effected, but not before several of them were very much hurt. The cries of the men, women, and children, for water, were now dreadful; as it rained at times, every drop was spunged up; blankets, sheets, &c. were hung up to procure water, which were afterwards wrung in a pot; the eagerness with which the drops were taken from the rigging was not to be conceived. When rain failed us, their clothes were wetted with salt water, and put on their backs, which, as long as they remained on deck made their situation bearable; but the instant they went below their former cravings took place—many of them became frantic; others, particularly the women, were attended with faintings, one of whom died on Friday morning. The gale now began to moderate, and with our shattered sails we made to the Northward, in hopes of making the land about Dunmanus Bay; how great was our surprise when the land we made proved to be the Skillegs and Durzey Island! We now saw how providentially all our lives had been saved; for, had the gale lasted another day, we should have been driven so entirely off the coast as to render us unable to fetch the land. On Saturday night two children died, and on Sunday morning we anchored in Crookhaven, from which place I write this. This morning we landed the troops, many of whom were carried up in the arms of the peasants almost lifeless, and many of whom can never recover. I hope the sufferings of the passengers of the Britannia will be a warning in future to Masters of Packets, and prevent them from sailing without a supply of water, at least for a week. We sail to-morrow

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morning for Bristol. Captain Harding, who has the command of the troops, intends, when they are sufficiently recovered, to march them to Cork, unwilling to risk the probability of a similar situation.

"*Passengers in the Cabin*—Colonel Munro and Captain Kennedy, of the Caithness Legion; Mr. Day, Captain Harding, Lieutenant Barry, Lieutenant Knight, Mr. Wallis and his Sons, Mr. Fagen, &c. These were the principal ones that had bed places; there were eight more that slept on trunks.

"*In the hold*—Forty five recruits for the Prince of Wales's Fencibles; 15 women and 7 children; 18 passengers, including servants."

Portsmouth, Dec. 11. About three o'clock the launch of the Atlas, of 98 guns, with the surgeon and seventeen men in her, was upset at Spithead, near the Niger frigate, when Captain Matthew Scott, of that ship, jumped overboard, and was the means of saving three of them. All the rest were picked up soon afterwards by other boats, but the surgeon was suffocated with salt water, and could not be recovered.

Marine Police, Dec. 12. A master of a ship was convicted of taking in ballast, without making an entry thereof at the Trinity House, and paying the duties there. He stated in his defence, that the lighterman with whom he had agreed for the ballast, had engaged to pay the dues under the necessary entry. This, however, not being done, he was adjudged to pay the mitigated penalty of 2l. 10s. It was collected from the evidence in the case, that masters of ships in the river are rendered subject to penalties by the fraud of the lightermen, who, having received the whole money for the ballast and tonnage dues, rarely account to the Trinity House.

Dec. 14. The Navy Board has purchased the hulls of the following prizes, taken by Lord Nelson, at the sum of 117,0 0l. viz. Le Franklin and Tonnant, of 80 guns; La Spartiate, Aquilon, Conquerant, and Souverain Peuple, of 74 guns. The two last ships were only valued at 5 oo l. each; the Franklin at 3 ,000l.

The name of the Franklin is to be changed to the Canopus; the Aquilon, to the Aboukir; and Le Souverain Peuple, to Le Guerrier. The last is to be the sheer-hulk at Gibraltar.

The Peters, of Hamburgh, Captain Peter Lansen, of 220 tons burthen, put into Harwich in distress, having lost her cables and anchors. Mr. Applebie, the Master of the Blazer gun-boat, commanded by Lieutenant Elliot, went on board to press the hands. Having received information that she was laden with linen, arms, and gun-flints, and bound to France, all the papers were seized, the consternation of the crew being so great that they had not time to destroy one of them. She had forty-four hands on board, and her cargo is valued at 45,000.

DESTRUCTION BY FIRE OF LA COQUILLE FRENCH FRIGATE, OF 44 GUNS.

Plymouth, Dec. 15. Last evening, at four o'clock, a dreadful fire broke out on board La Coquille French frigate, lying at the moorings, at the foot of Milbrook Lake; it was first discovered to proceed from about the gun-room in the after part of the ship, and in less than five-minutes an explosion took place, which blew up the quarter deck, and the mizen-mast fell over the side; the flames then ran along the main deck, and caught the main-mast and standing rigging, and from thence the fire extended itself to the fore-castle and fore mast, so that in half an hour the ship was wholly in flames from stem to stern, and the conflagration, heightened by the darkness of the evening, together with a very strong easterly wind, became awfully grand. As the ship lay surrounded by a number of other ships, it became absolutely necessary to remove her from her moorings, to prevent the flames from communicating its destructive influence, and the Dock-yard boats and others cut her adrift, and towed her to the Mud bank, to the north-eastward of South-down, where she grounded. She providentially passed every ship that lay afloat without doing the least damage; but the Endeavour brig, of Scarborough, laden with coals, bound to Guernsey, had unfortunately grounded on the mud, close to the spot where La Coquille first brought up, by which means she caught fire, and together with her cargo was totally destroyed.

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A sloop belonging to Jersey, bound from Southampton to Jersey, laden with malt and flour, which lay near the Endeavour, had a very narrow escape. The fire reached her jib-boom, but by the assistance of boats from other vessels, she was towed off to a place of safety, and the fire on board her extinguished.

La Coquille continued burning with incredible fury till the ship was destroyed to the surface of the water, which was about eleven o'clock; but the fire was not wholly extinguished this morning at nine o'clock; and the coals in the bottom of the brig aground on the bank were then in a strong body of fire. All the crew of the Endeavour were saved: but many lives were lost on board La Coquille by the explosion; the number is not yet exactly ascertained.

The missing are, Mr. Drury, Mr. Evanson, and Mr. Bate, midshipmen; ten seamen, a woman, and John Jellico, a custom-house officer, who are supposed to have been in the gun-room at the time the accident happened, and of whom no remains have yet been found. Three men and one woman were picked up, and carried to the Royal Hospital dreadfully burnt, and twenty seamen and marines were saved by the boats attending. From the midst of the flames a woman was seen to jump into the water, and was saved by the Naiad's boat. Four men were also seen to put their arms through a skuttle, and shrieks were heard, but no assistance could be rendered them.

All La Coquille's moveable stores had been taken ashore, except the ballast and three large anchors; and it seems she had been surveyed and valued for the public service. She was a very large handsome frigate, only three years and a half old, and it is said will be 10,000l. loss to the captors.

The accident is variously accounted for: that it happened by means of gunpowder amounts to a certainty; and that the gunpowder must have been concealed for some improper purpose, as the agents to the captors of ships of war always obtain permission to land their powder at the magazine immediately on their arrival, to prevent accidents, which might otherwise frequently happen, if the article was left to the depredation of the crews and others.

LOSS OF HIS MAJESTY'S SHIP COLOSSUS.

Scilly, Saturday, Dec. 15.

IT is with much concern I acquaint you with the loss of the Colossus, of 74 guns, Captain G. Murray, on the night of Monday the 10th inst. in St. Mary's Road, Scilly.

On Friday the 7th inst. the above ship came in with a direct contrary wind, having under her convoy eight vessels from Lisbon, that arrived at the same time, the rest of the fleet having parted two days before for Ireland and the northern ports. In the evening, the wind increasing to a gale, her cable parted, and all attempts to secure the ship failing, she drifted on a ledge of rocks, called Southern Wells, near the Island of Sampson, from eighteen to twenty-four feet under water, all the convoy riding in safety then and since, notwithstanding the wind had risen to a perfect tempest. Most fortunately not a life was lost, save Quarter-Master Richard King, who dropped overboard in the act of sounding. The inhabitants of the island exerted themselves to the utmost of their ability in cutters and open boats, and by Tuesday evening every person was taken out and safely landed, the sick and wounded first, whereof many were from the battle of the Nile, the most worthy Captain and most to be commiserated, remaining to the very last. The following night the ship fell on her starboard beam ends; and so violent was the persevering gale, that no crafts could attempt to approach the ship and at present little prospect offers of any stores, property, or even the officers baggage, being saved, or hereafter recovered, to any extent. The ship is said to have been distressed, in order to supply other vessels of his Majesty fleet, and also to have been in a bad state before, and worse since she left Lisbon. The main-mast and bowsprit are already gone over the side. Passengers, Captain Peyton, of the Defence, at the battle of the Nile, with Captain Draper, and two officers from other ships; also a Mr. Harcourt and servants, with the remains of the late Admiral Shuldham, intended to have been deposited under British turf.

The evening of this accident came into a bad anchorage a French prize brig privateer, apparently of 14 guns; in the night she drove out to sea, with a pilot on board; for some time was supposed to have foundered, but at length arrived safe at Plymouth.

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ACQUITTAL OF CAPTAIN THOMPSON, &c.

At a Court Martial assembled and held on board his Majesty's Ship America, on Monday, December 17, 1798, at Sheerness.

THE Court, in pursuance of an order from the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c dated the 13th of the present month, December, proceeded to inquire into the conduct of Captain Thomas Thompson, commander of his Majesty's ship the Leander, and such of the officers and ship's company as were on board of her at the time she surrendered, and was taken possession of by the Genereux, a French ship of 74 guns, and to try them respectively for the same accordingly

And the Court having heard the evidence brought forward, in support of Captain Thompson's narrative of the capture of the said ship, and having very maturely and deliberately considered the whole, is of opinion—

That the gallant and almost unprecedented defence of Captain Thompson, of his Majesty's late ship the Leander, against so superior a force as that of the Genereux, is deserving of every praise his country and this Court can give; and that his conduct, with that of the officers and men under his command, reflects not only the highest honour on himself and them, but to their country at large: and the Court do therefore *most honourably acquit* Captain Thompson, his officers, and ship's company; and he and they are hereby *most honourably acquitted accordingly*. Signed by the Court.

The President, after the sentence was read, addressed Captain Thompson, nearly as follows:

"Captain Thompson, I feel the most lively pleasure in returning you the sword with which you have so bravely maintained the honour of your King and country; the more so, as I am convinced, that when you are again called upon to draw it in their defence, you will add fresh laurels to the wreath you have already so nobly won"

The thanks of the Court were also given to Sir Edward Berry, who was present on this occasion, for the gallant and active zeal he manifested, by giving his assistance on board the Leander, in the combat with the Genereux; and, upon the return of Captain Thompson to the shore from the Court Martial, he was saluted with three cheers by all the ships in harbour at Sheerness.

PROMOTIONS FROM OCTOBER TO DECEMBER.

Sir William Scott is appointed Judge of the High Court of Admiralty, on the resignation of Sir James Marriott; and Dr. Nicholl his Majesty's Advocate General, *vice* Sir William Scott. Sir James was appointed his Majesty's Advocate General in the year 1764, and in the year 1778 was appointed Judge of the Admiralty, having been a servant of the Crown thirty four years.

The right honourable the Lord Chancellor has been pleased to appoint the Rev. Doctor Alexander Duncan, of Dundee (naval chaplain to the right honourable Admiral Lord Duncan) to the vicarage of Bolom, Northumberland.

Captain George Clarke, of the L'Aurore prison ship at Gibraltar, is appointed to the Conquerant, one of Lord Nelson's prizes.

Lieutenant Cuthbert, who took the command of the Majestic after the death of Captain Westcott, is appointed to the rank of Post Captain.

Captain Mansfield is appointed to the command of the Dryad frigate.

Captain Robert Lawrie is appointed to the Andromache frigate.

Captain Hammond made Post, and appointed to the Champion.

Captain Allen, of the Alecto, appointed to the Echo; and the honourable J. B. Capel appointed to the Alecto.

Captain Thomas Manby, to the rank of Post Captain.

Lord Camelford is appointed to the command of the Charon.

Captain Robert Honeyman is appointed to the rank of Post Captain.

Captain Plampin is re-appointed to the command of the Lowestoffe frigate.

Captain Towry is appointed to the Tortue at Plymouth.

Dec. 12. At a levee held at St. James's this day, his Majesty was pleased to confer the honour of knighthood on Captain, now Sir Edward Berry.

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DEATHS.

Admiral Lord Shuldham died lately at Lisbon at a very advanced age—His Lordship's name stood first on the List of Admirals of the White Flag, being junior only to Lord Howe, who is Admiral of the Fleet. He was made a Post Captain in the year 1746, a Rear-Admiral in 1770, a Vice Admiral in 1775, a Peer of Ireland in 1776, and an Admiral in 1787. His body, on coming to England for interment, went down with the Colossus man of war, off Scilly. We understand he died without issue, in which case the title becomes extinct. He was son to the Rev. Samuel Shuldham, a resident in the diocese of Ossory.

Captain Waller, of his Majesty's ship Saturn, now on the Irish station, died lately as he walking the quarter deck.

The 11th of September, at St. John's, in Newfoundland, Mr. Robert Baylis, son of the late Rev. Joseph Baylis, Rector of Luggershall, Wilts, and brother of the Rev. Mr. Baylis, of Gloucester, Lieutenant of his Majesty's ship Mercury. Among the many escapes of a naval life of fifteen years, in which he was, with short intervals of exception, continually at sea, the most remarkable was that when the Centaur foundered. This Ship, one of the fruits of Lord Rodney's memorable victory in the West Indies, sunk on her passage to England. Capt. Inglefield and about twelve others had the good fortune to get off in the long boat; but, before they were at any material distance from the ship, Mr. Baylis, then a midshipman, threw himself into the sea, and reached the side of the boat, which, though much crowded before, was just capable of allowing the additional weight of such a lad. He was accordingly lifted into it. After 17 days and nights encountering all the distress of hunger, thirst, and fatigue, the boat, by skilful management, and the signal interposition of Providence, made the Island of Fayal.

Lieutenant Branston, of the Marines, slipped his foot on going down the side of the Yarmouth hulk, lying in Hamoaze, and was unfortunately drowned. He was going to the Dock Concert; and was a very fine young man, and much respected. It is supposed he struck his head against the side of the ship, and was killed before he fell in the water.

Lieutenant George Cockburne, of the Royal Navy, brother to the Rev. Mr. Cockburne, of Emanuel College, Cambridge. He was, during the whole American war in very active service, under Capt. Keith Elphinstone, now Lord Keith, in his Majesty's ships the Perseus and Warwick, on the American and West India stations.

The 22d ult. in the Island of Guernsey, Mr. William Southee, Midshipman of his Majesty's ship Eurydice,

Lately, at Plymouth, of the wound he received while gallantly fighting on board his Majesty's ship Anson, in the late brilliant action with the French frigate La Loire, Francis Richard Payler, Esq. fourth son of Thomas Watkinson Payler, Esq of Ilden, Kent.

The following letter was written by Captain J. N. Newman to Sir John Stirling, Bart. of Glorat, on the death of his son:

"*Mermaid, Plymouth, Nov. 8th*, 1798.

"DEAR SIR,

"IT is with great concern I have to inform you of the death of your son, Mr. James Stirling, in the action of the 17th ult. with La Loire, French frigate. The only consolation, Sir, I can offer you on so severe a loss, is, that his being my aid-de-camp gave me an opportunity of witnessing his gallantry, and he fell gloriously fighting his King and Country's cause. I sincerely sympathise with you and your family on this melancholy event.

"I am, &c.

"JAMES NEWMAN NEWMAN."

Captain Digby Dent, of his Majesty's Royal Navy, died on the 15th of November, leaving a wife and eight children in very distressed circumstances.

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BIOGRAPHICAL MEMOIR OF

ADMIRAL SIR CHARLES KNOWLES, BART.

After a life of generous toils endur'd,
The Gaul subdu'd, or property secur'd,
Ambition humbled, mighty cities storm'd,
Or laws establish'd, and the world reform'd;
Clos'd their long glories with a sigh to find
Th' unwilling gratitude of base mankind! POPE.

TO preserve the laurel which Fame had planted around the tomb of the naval hero, is a duty, whose importance is very sensibly impressed on our minds. We are anxious not only to relate the brilliant achievements of the present age; but, as it were, to renovate those splendid actions that have been dimmed by the political atmosphere in which they appeared; whose glory was shorn of its beams by the envious and calumniating spirit of the day.

Admiral Sir Charles Knowles was the natural son of an Earl of Bambury *, great grandfather to the present Earl and a French gentlewoman of rank and uncommon beauty whom he seduced: circumstances made her case to be pitied, and she was much noticed by Lord and Lady Wallingford.

Charles Earl of Bambury, father to Mr. Knowles, appears to have been ill calculated for a consort so amiable and

* As it is not generally known how the family lost the title of Earl of Bambury, the following particulars are given:—One of the Earls of Bambury was married to a daughter of the Earl of Suffolk, by whom he had a son. The Earl died suddenly. His widow, Lady Bambury, immediately married Lord Vaux, and in less than six months was brought to bed of a son; whose father she declared in the House of Peers was Lord Vaux. Soon after this her eldest son the Earl of Bambury died: in consequence of which, she swore a second time in the House, that the child she formerly assigned to Lord Vaux, was in fact the son of her first husband, the Earl of Bambury. Owing to this prevarication, her son lost both titles; but inherited the Bambury estates, by the decision of Westminster Hall. The title of Earl of Bambury is at present continued by courtesy, and still claimed by the family. In the list of deaths, September 1740, appears the following:—"Charles Knowles, called Earl of Banbury, succeeded by his only surviving son, the Reverend Charles Knowles, Lord Wallingford."

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accomplished. Having dissipated an estate of 20,000l. a year abroad in fashionable vices, and acquired that knowledge of the world which is esteemed so essential a finish to a modern education; he left his son to form himself for the future service of his Country in the school of adversity, which gradually established the firmness of his character, and produced an habitual patience under fatigue or disappointment:—virtues, that afterwards enabled him, with so much success, to "daft the world aside, and bid it pass."

Mr. Charles Knowles was born in the year 1702. Lord Wallingford, his half brother, undertook the charge of his education. At the age of fourteen, from his own choice, he entered into the navy. After Lord Wallingford's death, his widow continued the friendship of her husband, and supplied the young sailor with such assistance as his unprotected situation required.

Mr. Knowles, when a boy, was of a very lively and active disposition; displaying in a variety of instances, a quickness of conception, with a clearness of expressing his ideas, that attracted the notice of every one who saw him. Such dispositions and qualities naturally impelled him towards a profession, which affords the most constant exercise to the brave and enterprising. Having been recommended by Lord Wallingford to Admiral Sir George Byng, afterwards Lord Torrington, he went with him as midshipman in the Barfleur, ninety guns—G. Saunders and Richard Lestock, captains; and was present at the famous battle off Cape Passaro in Sicily, in the year 1718.

The admiral, who was appointed * commander in chief of the Mediterranean squadron, sailed on the 15th of June from Spithead, with twenty line of battle ships, two fire ships, two bomb vessels, an hospital, and store ship. Pursuing

* The Board of Admiralty, in the year 1718, was composed of James Earl of Berkeley, Sir George Byng, Sir John Jennings, John Cockburn, and William Chetwynd, Esqrs. Sir John Norris, and Sir Charles Wager. James Earl of Berkeley was appointed Vice Admiral, and Matthew Aylmer, Esq. Rear Admiral of Great Britain.

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his voyage with unfavourable winds, it was the 8th of July before he made Cape Spartel. In passing by Gibraltar, Vice Admiral Cornwall came out of that port, and joined him with the Argyle and Charles galley. On the 1st of August he arrived in the Bay of Naples, and quitting it on the 6th, on the third day came in view of the Faro of Messina. In consequence of the intelligence he had obtained, he stood through the Faro with his Squadron, carrying all the sail in his power. About noon the whole Spanish fleet appeared in sight, lying by in line of battle; consisting of twenty-seven sail, besides two fire ships, four bomb vessels, seven gallies, and several ships laden with stores and provisions, under the command* of Admiral Don Antonio de Castaneta, and four Rear Admirals, Chacon, Mari, Guevara, and Cammock.

The particulars of this well fought and glorious action, which terminated so much in favour† of the English, do not come within the limits of our present subject‡. Mr. Knowles was thus early initiated into the perils of his

* M. de St. Philippe Memoirs pour servir à L'Histoire de L'Espagne. Tom. iii. p. 297, 298, 299.

† Twenty-one of the Spanish ships, fourteen of which were of the line, and three of their flag ships, were taken or destroyed.

‡ It is an extraordinary circumstance, that at the beginning and close of the eighteenth century, two naval actions should have taken place, which, in many particulars, have such a coincidence with each other as those of Sir George Byng, and Sir Horatio Nelson. Both commanders were hailed by the Neapolitans as their deliverers from an implacable enemy; both passed through the Faro of Messina in pursuit of that enemy; and both owed in some degree their success to the proud confidence of their opponents. Don Antonio de Castaneta, in opposition to the opinion of Rear Admiral Cammock, an Irish gentleman, who was by far the best seaman in the Spanish fleet, neglected in time to take the advantage he might have done of his situation.—Both confided in their own strength, and despised that of the English; and what is equally remarkable, the answer of the Spanish Monarch to the remonstrance of our ambassador at Madrid, was couched in terms not very far removed from the sentiments of the French Admiral.—*My master*, said the Cardinal Alberoni to Mr. Stanhope, *will run all hazards rather than recall the troops. The Spaniards are not to be frightened;—I am so well convinced of the fleet's doing its duty, that if the admiral should think fit to attack them, I shall be in no pain for the success.* The beginning of the month of August was equally auspicuous unto Sir G. Byng, and Sir Horatio Nelson. The former also on his return to England was created a peer of Great Britain.

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profession, and doubtless admired and emulated the glory of his admiral.

We are unacquainted with the time Mr. Knowles continued under this distinguished officer; it was probably sufficiently long, to mark the various excellence of a character that could so easily adapt itself to the performance of professional or political duties, and to make that impression on his youthful mind, which might have enabled Mr. Knowles, in the subsequent periods of a life of long service, to conduct himself in such a variety of duty, to the satisfaction of those who employed him.

Mr. Knowles was also patronised, whilst a midshipman, by Captain Lord Vere, and was for some time under his command. Having passed the customary form at the Admiralty, he was made lieutenant; and enjoying the reputation he justly merited, of being an excellent engineer and mechanic, was requested to superintend the building of Westminster Bridge *, but during the time Mr. Knowles was absent in minutely examining the construction of the *Pont Neuf* at Paris, the building of that, which was to add to the splendor and convenience of London, was, for what reason we know not, intrusted to the skill of others. Mr. Knowles however, on his return, was raised to the rank of commander; and was afterwards, in 1731, made post by his old patron, then Lord Torrington.

When lieutenant of a frigate Mr. Knowles was cast away on the isthmus of sand, to the northward of Gibraltar, where Fort Barbara now stands; himself and fifty men were saved. He on this occasion received great civilities from Field Marshal Comte Lascey, who commanded at the siege which had then commenced.

Previous to the year 1739, the Spanish Guarda Costas boarded and plundered every ship they met; and exercised a

* When the model of Westminster Bridge was examined before a committee of the House of Commons, Admiral Knowles declared the bridge would give way in particular parts, and proved it by pressing the model. The bridge was nevertheless built, and gave way as he had foretold.

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degree of savage ferocity on the crews, that would have disgraced even the character of pirates *. Letters of marque and reprisal, on our part, were accordingly issued; an embargo was laid on all outward bound vessels, and a fleet was immediately assembled at Spithead. The whole of the English force, then in commission, consisted of eighty-four men of war, besides thirty-two that were ready. The entire navy of Spain amounted to thirty-three ships of war; those of the flota, which are properly merchant ships, included.

Vice Admiral Vernon sailed on the 20th of July 1739 for the West Indies with nine men of war. Captain Knowles, having on February 4th, 1737, been promoted to the command of the Diamond frigate, was ordered to get ready for sea, with some other ships, to reinforce Mr. Vernon, previous to the open commencement of hostilities with Spain. Admiral Vernon arrived at Jamaica on the 23d of October; and had the satisfaction whilst off Port Royal, to † see the Diamond standing into the harbour with two Spanish vessels in tow, one of which was a register ship with 120,000 pieces of eight, and clothing for 6000 men on board. The Diamond, not being able to sail from the island with the Admiral ‡, joined him at Porto Bello on the 27th of November: five days after the place had surrendered to the British arms.

The abilities, which Captain Knowles possessed as an engineer, were highly valued by the admiral, and became of essential service to him. He was soon appointed chief

* A most shocking instance of Spanish barbarity appeared in the case of one Jenkins, master of a Scotch merchant ship; who, at the bar of the House of Commons, held his ear in his hand, which had been torn from his head by the crew of a Guarda Costa; who declared they would do the same by his master. They tortured him in the most wanton barbarity, and threatened him with instant death. Being asked by a member what were his thoughts when he was in the hands of these barbarians? he answered—*I recommended my soul to God, and my cause to my country.* This story, though believed by many at the time, was merely a political manœuvre.

† Campbell's Lives, vol. iv. New. Ed.

‡ Admiral Vernon sailed from Jamaica with six ships. During a debate in the House, on the Spanish depredations, he had declared he would undertake to reduce Porto Bello with that number.

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superintendant of the mines employed to demolish the Spanish fortifications which had been taken: a task that demanded considerable ability, as the walls were so well constructed and were become so firm by time, as almost to resist any impression the workmen employed on this dangerous service could produce. After three weeks continued labour, this Herculean task, with the expenditure of 122 barrels of Spanish gunpowder, was completed. Captain Knowles executed his orders so much to the satisfaction of his admiral, that from this time Mr. Vernon not only consulted him in all his subsequent land operations, but also confided to his zeal all such enterprises as demanded the various talents in which this officer so greatly excelled.

Admiral Vernon having thus completely destroyed the strength of a place, which before was considered as proof against every attack, abandoned his conquest, and on the 13th of December returned to Jamaica. Captain Knowles was left with orders to cruise off Carthagena, to prevent the arrival of any supplies, and to watch the motions of the enemy in a quarter where Mr. Vernon intended soon to attack them. Having performed this service, the Diamond sailed for Jamaica to refit, and, on the 13th of March 1740, joined the admiral's fleet, which had returned to Porto Bello, to repair the damages sustained during a bombardment of that place. Captain Knowles immediately received his orders to repair on board the Success fire ship: and sailed, accompanied with the tender, to examine the entrance of the river Chagre: by his observations Mr. Vernon determined in what manner it would be most adviseable to conduct the attack on the castle of St. Lorenzo, at its entrance.

Under the protection of this castle the dreaded Guarda Costas were accustomed to ride secure. Two of these Spanish pirates, all that now remained of them on the coast, were lying in the river. Having executed this service of peril, with the coolness and resolution that always distinguished him, he was appointed to the fire ships, bomb ketches, and small craft, destined to reduce the castle. Such

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was his determined bravery, that at noon day he boarded, with the boats, a Spanish ship of 70 guns, under the batteries, with 350 men; the late Admiral Boscawen went a volunteer in his boat. Captain Knowles kept up a spirited bombardment and cannonade, from three o'clock in the afternoon until near ten at night; when Admiral Vernon, with two other ships of the squadron, got in to support him.

On Monday the 24th of March 1740, the Spaniards hung out a flag of truce from the fort, which the admiral answered from his own ship. The firing was instantly ordered to cease, and Captain Knowles sent on shore; who soon returned with Don Juan Carlos Gutierer de Ranettas, the governor. The capitulation being settled, Captain Knowles accompanied Don Juan to the shore; and, as a reward for the distinguished services he had rendered, the honour of being appointed governor of the castle for his Britannic Majesty, was conferred upon him A garrison, of five lieutenants, with 120 men, being assigned.

At three o'clock Captain Knowles entered the fort, with his distinguished prisoner. The same evening he placed a strict guard over the custom house, built on the opposite side of the river Chagre. By day-break Admiral Vernon came on shore, and gave the necessary orders for shipping off the different goods *, that had been destined for the galleons. The two Guarda Costa sloops in the river, were sunk just above the custom house, after their decks were first broken up. The custom house being entirely cleared by Friday the 28th, was filled with combustible matter, that burnt with great fierceness all the night. Mines were then sprung, under the direction of Captain Knowles, which entirely demolished the lower bastion, and some of the upper works. All the inner apartments of the castle were then set on fire: and though the recital of these dreadful acts of hostility must fill the mind of the reader

* The whole of the captured goods was valued at 70,000l besides plate, and other effects to a considerable amount.

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with sorrow; yet let it be remembered, they were executed on the den of the plunderer, on the lurking place of the rapacious and cruel pirate, as a sacrifice due to the manes of those mariners, who had been tortured, and insulted in the very agonies of suffering, by the barbarity of the Spanish Guarda Costas. On the 30th of March, Captain Knowles, with the rest of the admiral's squadron, put to sea; they arrived off the harbour of Porto Bello on the 1st of April, and on the 3d of May returned with the chief of the squadron to Port Royal Jamaica.

During part of the remainder of the year 1740, Captain Knowles was employed in cruising. On Monday the 4th of August, he arrived at Spithead, in company with the Torrington, Captain Knight, and a convoy of twenty-five merchantmen. In * the same month he was appointed to the Litchfield of 50 guns, and Captain Osborne succeeded to the command of the Diamond.

On the 26th of October 1740, Captain Knowles sailed from St. Helen's with Sir Chaloner Ogle's formidable fleet; sent to reinforce Mr. Vernon in the West Indies, and to co-operate with Anson, by means of intelligence conveyed across the Isthmus of Darien. Mr. Knowles appears in this fleet as commanding the Weymouth, (60 guns, 400 men,) and did not return to the Litchfield until after the siege of Carthagena. The fleet, on clearing the Channel, were dispersed by a violent tempest. Captain Knowles reached the West Indies a few days before the rest; having parted from the Admiral, 300 leagues to the eastward of Barbadoes. He was received by his former patron with all the blunt cordiality and affection of his character; and continued to enjoy, without diminution, his confidence and esteem. On the 23d of December in this year, Captain Knowles married Miss Alleyne, sister to Sir John Gay Alleyne, Bart. of Barbadoes; whose other sister married Mr. Bouverie, afterwards Earl of Radnor. By this marriage Mr. Knowles had

* Gentleman's Mag. 1740, page 413.

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one son Edward *, who was lost to his country when the Peregrine sloop of war foundered at sea.

On the 16th of February 1741, a council of war was called, composed of the principal officers, on the breaking up of which it was resolved to make a vigorous attack on Carthagena, both by sea and land. Captain Knowles, to whom on all occasions the admiral applied, being so justly sensible of the value of his services, received orders to reconnoitre the place, and to examine in what quarter the attack might be made with the the greatest prospect of success. Every subsequent measure was formed on the opinion given by this able officer †. He was immediately sent, after the due performance of his first orders, to sound the entrance of the harbour, without the Tierra Bomba: Captains Laws, Renton, and Cooper accompanied him. The plan of attack was settled on Captain Knowles's report, and a general assault on the Bocca Chica castle determined on.

In the evening of March the 4th, 1741, the whole fleet anchored in a bay called Playa Granda, to windward of Car-

* Captain Edward Knowles was born in the year 1744, and educated at Eton school; where, as we are informed by a gentleman, who was his schoolfellow, he gained the love and esteem of every one: his character being so amiable, his manners so insinuating, and his general aspect of so superior a cast. His mother was a most lovely woman, and her son by no means degenerated from the beauty of his parent. Lord Howe took him first to sea in the Magnanime. He afterwards went lieutenant with Admiral Sir Charles Saunders to Louisbourgh; where he boarded the Prudent of 64 guns with the other boats of the squadron. He was made commander in the Peregrine sloop, formerly the Caroline Yacht. This yacht had a poop added, and in consequence it became difficult to wear her. A post commission was made out for Mr. E. Knowles, at the Admiralty, which he never received: for orders being sent to the port Admiral at Portsmouth, to send out dispatches, by the first ship that sailed, to Belleisle and Lisbon, containing the declaration of war with Spain; the Peregrine sloop being ready for sea, Mr. Knowles embarked and arrived safely at Belleisle, where Commodore Keppel endeavoured to detain him, as the weather was stormy. His earnest entreaties however to put to sea prevailed at length with the commodore.—He sailed, and was never heard of afterwards. A portrait of this gentleman was painted by the late Mr. Coates, from a profile shade, and the description given by his father.

† Charnock's Biog. Naval. the only writer who appears to have been actuated with a desire to render justice to this eminent servant of his country.

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thagena. A breach having been made in the castle of Bocca Chica, the admiral* sent his engineer Captain Knowles to make a diversion that might draw off the attention of the enemy. Captain Knowles had with him the Captains Watson, Cotes, Dennis, Cleland, and Broderick, and carried some cohorn mortars and patareroes, which it was judged might be used against Fort St. Joseph. Observing the consternation into which the Spaniards were thrown, Captain Knowles immediately formed the bold project of rowing in the boats, close under the lee shore, and storming the fort: this was accordingly done, and the fort taken possession of about ten o'clock that night. Immediately after this success, finding the enemy were sinking their ships, they rowed with all their strength; and being within the boom, boarded the admiral Don Blas de Leso's ship the Galicia, in which they took the captain, the captain of marines, an ensign, and sixty men prisoners; who, not having had boats to escape in, had delayed sinking the ship. This being accomplished, Captain Knowles proceeded with his detachment to cut the boom and cables, that were fixed across from Fort St. Joseph to the castle of Bocca Chica, and fastened at each end with three large anchors. A clear entrance was thus made into the harbour for the English fleet.

On the next morning, the 26th of March, the admiral hastened into the harbour; the same evening the Burford and the Orford, advanced as fast as the wind would allow them, and placed themselves across the harbour, just without gun shot of Castillo Grande. The rest of the ships followed as they were able. The Weymouth, Captain Knowles, getting in the same afternoon*, the admiral sent him with the Cruizer sloop, to destroy the enemy's batteries at Passo Cavallos, and to seize what hulks were there; which he executed on the 28th, having destroyed two batteries of eight guns on each side the entrance into Passo Cavallos.

* London Gazette.

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On the 30th in the evening, the admiral ordered * Captain Knowles, in the Weymouth, to discover what he could of the enemy; who the same night, proceeding a little beyond the advanced guards, observed the Spaniards to be engaged in removing different articles out of the fortress called Castillo Grande; and discovered in the morning, that they had sunk the two remaining men of war, the Conquestador and Dragon. He immediately gave notice of this to Sir Chaloner Ogle, who lay between the admiral and his advanced guards, the Burford and Orford. Captain Knowles was by him ordered to advance with the Weymouth, and fire on the castle; but the guns of the enemy remaining silent, the signal was made to man and arm the boats, who rowed up directly to the fort, and took possession of it without opposition. The Admiral immediately appointed this brave and active officer the governor: —*he being well qualified*, to use the very words of the Gazette letter, from Admiral Vernon and Brigadier General Wentworth, to the Duke of Newcastle, *to make his remarks from it, how we may take our advantages to push on still successfully.*

The command of Captain Knowles in this station, as may be supposed, was merely temporary, and only continued until the fleet had worked through the narrow entrance into the great lake, or inner harbour of Carthagena. He then returned to the Weymouth, and having got her safely through the same passage, was immediately sent to attack the batteries at Passo Cavallos, a creek, by means of which Carthagena was partly supplied with provisions. This service he performed with his usual diligence, and it was the last of importance, which he had any opportunity of rendering, before the place was evacuated by the English. The destruction of the forts, however, continued to be assigned to him. The entire demolition of Castillo Grande, under his directions, was finished on the 25th, and fifty-nine pieces

* London Gazette.

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of ordnance rendered unserviceable, having thus completed the demolition of all the forts that commanded the harbour, and carried off a great store of lime and lime stone for the hospital building at Jamaica, Admiral Vernon left the place, and on the 19th arrived at Port Royal; where it had been resolved, in a general council of war, held on the 23d and 24th of April, to return.

Soon afterwards Captain Knowles appears to have returned into the Litchfield of 50 guns, and to have been in the squadron, left under the command of Commodore Davers for the protection of Jamaica. He was most probably at this time employed in fortifying * the harbour of Port Antonio in that island; in making careening places for his Majesty's ships, both there and at Port Royal; and, towards the close of the year, in performing the same service at Antigua.

Admiral Vernon being returned to England, the command of the fleet in the West Indies devolved on Sir Chaloner Ogle. In the month of February 1743, Captain Knowles, who at that time had the command of the Suffolk, received his instructions from the Admiralty to take the Burford under his command, and to proceed with them as soon as possible to Barbadoes. On meeting with any of the ships † mentioned below, he was to deliver the packets that were enclosed, to their commanders, and to proceed with them to Antigua ‡.

On his arrival at that island, he was to give his Majesty's orders to the commanding officer in Lieutenant General Dalziel's regiment of foot, that 400 men of that regiment might embark with him. The Falmouth, Comet bomb, and a victualling ship, were also to join the squadron; which being completely equipped, Commodore Knowles was to

* See his memorial, which we have inserted, that was presented to the King, on his arrival from Russia.

† Scarborough, Advice, Norwich Eltham, Lively, Pembroke's prize, Otter sloop.

‡ Captain Knowles was the first person who ever attempted, to carry a ship of the line into English Harbour Antigua.

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proceed to the coast of Caraccas, where the Guipuscoa company had established settlements at the towns of La Guira *, and Porto Cavallo, against which places his whole force was to be concentered.

According to the same directions, he was to call a council of war, before he arrived in sight of the coast, and to lay his instructions before the members of it. He was also to allow Captain Thomas Sommers, who served as a volunteer, to have a vote at all general consultations. Besides these orders, Commodore Knowles received additional instructions, which in some measure, contradicted the former ones. These appear to have put the council, held on the occasion, to some difficulty, whether they should first attack La Guira or Cavallos. At length, however, they came to an unanimous opinion, as appears from the result † of a general consultation, held on board his Majesty's ship Suffolk, February 17th, to make the first attack on La Guira.

But before we attend this gallant officer on his expedition, who now, for the first time, hoisted his broad pendant as commander of a detached squadron, it will be necessary to make some previous reflections. The Spaniards, against

* In 1742, this active officer had obtained from a West Indian an account of La Guira. It appears that the intelligence Mr. Knowles procured at different periods of his life cost him no less a sum than 20,000 l.

† We, having taken the instructions of the Right Honourable the Lords Commissioners of the Admiralty into consideration, together with such informations as were given of the enemy's situation and strength at La Guira, and Porto Cavallo, unanimously are of opinion, that it will be most for his Majesty's service, and for the honour and reputation of his arms, to make the first attempt on the enemy, by seizing or destroying such ships and vessels, as shall be found at La Guira: as it will be striking terror into the enemy, giving great spirit and encouragement to his Majesty's seamen and soldiers, and be a means of coming, at a more certain account of the enemy's strength and situation at Porto-Cavallo, and particularly at a knowledge of the dispositions and humours of the native Spaniards, in order to facilitate and settle a correspondence and harmony betwixt them, agreeable to the original design of the expedition. Given under our hands, &c. &c. &c.

Charles Knowles,	T. Gregory,
Geo. Lucas,	Elliot Smith,
F. Lushington,	Richard Watkins,
E. Smith,	Smith Callis,
William Lisle,	T. Sommers.

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whom this force was intended, were beyond measure irritated at the disgrace, which the skill and valour of Captain Knowles, as we have already related, had been so instrumental in bringing upon them. The old Castilian spirit began in some degree to revive, and they resolved by every means in their power to retrieve the laurels they had lost. The governor of the Caraccas was by no means insensible to this awakening disposition; and by some means or other had certainly received intelligence of the intended expedition two months before it sailed. Nothing that could tend to his security had been neglected. The garrisons were augmented by a numerous body of Indians, Mulattoes, and Negroes, whom he had properly trained; and he had also prevailed on the Dutch governor of Curaçoa, an island of the lesser Antilles, to supply him with a considerable quantity of ammunition *. Commodore Knowles, in addition to these obstacles, was unfortunate in having some officers, by no means worthy of such a commander: a circumstance, which however painful to relate, in justice to his character should be made known †.

With an enemy, thus prepared to receive him, and with these evils to surmount, Commodore Knowles set sail for La Guira. Nothing but the habitual patience, resolution, and active spirit of his character, could have enabled him to

* In the postscript of a letter, sent after the expedition by the commodore to the Admiralty, he says—"Of the 230 volunteers I acquainted you in my last I got at Curaçoa, the governor stopped near 150 of them, and would have done so by them all, had it not been for the captain of the Dutch man of war in port, who was very zealous and ready in assisting us: as, on the contrary, the governor was in assisting the Spaniards: for he supplied them with ten tons of powder, and other ammunition, just before I arrived; though the greatest part of the merchants of the island of Curaçoa, petitioned him to the contrary. Which he not regarding, they drew up a protest against his proceedings, and have sent it home to Holland. As this man is a professed enemy to the English, I thought it was my duty to acquaint their Lordships of his proceedings.

† *To Thomas Corbett, Esq. Admiralty.*

"SIR, *Suffolk, off Porto Cavello, April* 22.

"I have lodged this in the hands of Captain Smith of the Burford, in case of any thing happening to me: I write it the evening before I go to battle, for their Lordship's information, with my reasons for suspending and superseding Captain —, &c. &c. &c. I hope their Lordships will deal the same by Captain —— for deserting me."—It appears therefore, by this letter, that not less than two officers of rank proved unworthy of the service.

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conduct the whole as he did, with such impediments to oppose his success.

On the 18th, says the commodore in his private letter, I made the white rock, and Cape Caldera on the main. During the night I ran down the main, under an easy sail; and in the morning, being about five leagues to the eastward of La Guira, sent the Otter sloop ahead, to see what ships were in the road; who by eight o'clock made the signal for discovering a fleet, upon which I called a second consultation; wherein it was agreed to batter the town, and destroy the ships: as they were hauled so close in shore, the one could not be done, without the other being first silenced.

About one o'clock the Burford, who led, began the attack *; against whom the enemy at first made but a slight fire. In less than an hour all the Squadron were at anchor, and began to cannonade very smartly. By three o'clock the enemy had slackened their fire very much; but the Burford receiving a shot, between wind and water, cut her cable, and quitted the line. Her captain (Lushington) lay dying of his wounds.

Myself, the Advice, and Lively, continued cannonading, the Scarborough and Bomb Ketch playing their shells, in hopes of silencing the batteries; especially as a fortunate shell had fallen into one of the largest batteries on the side of the hill, blown up the magazine, and set it on fire. About eight o'clock, finding the enemy had great advantage over us, for want of day light to take good aim, I ceased firing. I had determined, during the darkness of the night, to have cut adrift, or set on fire the enemy's ships, and gave orders accordingly: but most of the boats being disabled by shot, and the men so greatly fatigued, it was found impracticable. The next day, the remaining part of the ships were employed in preparing for a second encounter. Between one and two o'clock, just as the moon was set, I sent away the boats, under the command of my third lieutenant, (my first having been extremely fatigued, and my second ill), with orders to cut the ships adrift, and let them drive on shore, or burn them; whichever could be done with the most ease and least hazard. Accordingly, about three o'clock, the boats boarded them without any resistance, all the people being ashore: but the lieutenants, instead of complying with their orders, finding the first ship they went on board a fine large new ship, and partly laden; as soon as they had cut some of the cables, towed her away with the boats, while others were suffered to plunder: who making a noise, and firing pistols to break open locks, alarmed the town.

* Earl Howe was an officer in this ship under Captain Lushington. Vid. page 3 of this work.

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The next day the Lively came in, and told me of seeing the Burford, Assistance, Norwich, Otter sloop, &c. to leeward. Upon which I sent her away, with orders for them to anchor in any bay along the coast; and by four in the morning weighed myself, with the rest of the squadron, having staid four days in expectation of their return. I looked into Barbarat and Porto-Cavallo, the appointed place of rendezvous, and cruised off and on four days; when hearing nothing of them, I called a consultation, wherein it was resolved to cruise three days longer, and then go in quest of them to Curaçoa.

Captain Lushington dying of his wounds, I have removed Captain Smith, of the Eltham, into the Burford *; Captain Watkins, of the Lively, into the Eltham; and Captain Gage, of the Otter, into the Lively; Captain Stewart of the Pembroke's Prize, into the Otter; and made my first lieutenant, Mr. Pratten, into the Pembroke's prize. A few days since Captain Burvill, of the Comet bomb died, which vacancy I filled with Lieutenant Tyrryl; the vacancy on board the Lively, by the death of the lieutenant, I filled with Mr. Falkenham, a nephew of Captain Falkenham, and an extraordinary good man; the other I gave Mr. Sommers.

From the damages the ships have sustained †, their Lordships will see that La Guira is a place of much greater strength than it was represented; and, in my opinion, is much stronger by sea than Gibraltar, and by land quite impregnable: for there is no advancing to it eight men abreast, or any space of ground for making approaches, or building batteries. It is one continued line of guns, and those of the largest nature, from one end of the town to the other; besides three new batteries, most advantageously situated on the side of the hills: so that whatever advantage is gained must proceed from the pusillanimity of those that defend it.

Commodore Knowles, having refitted his squadron, sailed on the 20th of March 1743, to make the attack on Porto-Cavallo. Finding on the beginning of April, in consequence of the strong leeward currents and gales of wind that set in, that they had gained nothing to windward for the last fortnight; and being also informed by the pilots, who were inhabitants of Curaçoa, that the currents in those seas ran frequently six or seven weeks to leeward, without any alteration; after calling a council of war, they determined to

* We shall give in a subsequent number Captain Watkins's account of the expedition, from the original MSS. which he sent to Sir J. Norris.

† The commodore's ship alone received one hundred and forty shot. The Spaniards lost 700 men.

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stretch to the northward. Accordingly, on the third of April, they stretched over and made the island of Saona, off the east end of Hispaniola; when the commodore tacked, and stood over for the Spaniſh main. On the 14th they made the Spanish main, about seven or eight leagues to windward of Porto-Cavallo, and the next day anchored under the Keys of Barbarat.

The same preparation, if not greater, had been made at this place as at La Guira. The garrison amounted to 1200 seamen, most of them Biscayneers from their ships, and 300 regular troops, besides 4000 Indians and persons of colour. The Spaniards had also twelve of their smallest ships, and three gallies, hauled up to the head of the harbour out of gun shot; with one of sixty, and another of forty, moored close over to the other shore. A large ship lay ready to be sunk at the entrance of the harbour, with a chain from the castle to the stern, and another from her head to the main, where three fascine batteries had been lately erected. On a low point, called Punta Brava, there were also two batteries, one of twelve, and the other of seven guns. Commodore Knowles, by the dispositions he immediately made, discovered great presence of mind, united with the most determined resolution*.

In the evening, says Commodore Knowles in his private letter, I viewed the enemy's situation from my own mast head, and also on board the bomb. The next morning a general consultation was called, and I laid before them the sketch I had taken of the enemy's situation. Having sent Mr. Sommers on board the Eltham, with orders to Captain Watkins to weigh, he in a very short time anchored rather nearer the battery than the other ships, and behaved with that resolution and gallantry becoming an officer; which in juſtice I must also say of Captain Gage, who made the enemy particularly notice the fire of *his black ship*. By sun-set the batteries were quiet. The troops were all landed by the time it was dark, to the number of 1200, and marched on the beach by the water's side. Captain Lisle, Mr. Sommers, and myself, accompanied them in my boat. About eleven o'clock we saw the van fire, and as we apprehended were en-

* In this expedition Earl Howe attended the admiral as aid-de-camp.

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gaged. Soon after which, two guns were fired from the fascine battery, when the men ran away, as fast as they could. A general panic seized them all, and some fired at one another.

The next morning Major Lucas informed me their miscarriage and disorder had proceeded from an odd accident. They marched up undiscovered to the enemy's advance guard, whom they found asleep, and took several of them prisoners. But one struggling to get away, and stabbing the man that held him, was fired upon by some of the people. This alarmed the enemy, and put themselves into disorder; for the rear thought the van attacked, and so the firing ensued almost throughout the whole, though none knew at what they fired. I was so near in my boat that I called out with a speaking trumpet to encourage them: but it availed nothing. Some came swimming off to the boat, and an officer with them; and the panic was not to be overcome, until they had all got safe on board. *Major Lucas, and the officers agree, if it had not been for this accident, they not only think they should have taken the two fascine batteries, but that they might have gone undiscovered to the castle walls, and surprized the enemy there: such a profound slumber they appeared to be in.* So that I hope their Lordships will find this scheme not ill concerted, though it was very shamefully executed.

I concluded, after this attempt, the enemy would put themselves upon their guard, which perceiving they did, although I intended no further attempt by land, I went on shore with several of the captains, &c. and began to stake out the ground, and throw up a sham entrenchment: which the enemy in the morning discovering, began to play their cannon at very smartly. My design in this was to draw their attention, whilst the ships were watering: for I was apprehensive if we did not succeed in the general attack, we should find great difficulty to water afterwards.

I went on board the Otter sloop on the 20th, and took with me Captain Smith, of the Burford, Captain Watkins, Captain Callis, and Captain Stewart, and ran down to reconnoitre the castle, and harbour's mouth, in order to form a judgment for the general attack; which the next morning I called a consultation for, wherein it was resolved to undertake it.

Sunday the 24th, about noon, a small breeze sprang up. I made the signal, weighed, and ran down in the order agreed on. We began cannonading about one o'clock, and continued until past nine at night, with great obstinacy on both sides. Sometimes the enemy slackened in their fire, and we entertained great hopes, seeing the execution we did. But finding, as night came on, they grew brisker in their fire, and did us more mischief; and some of the ships having

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expended all their ammunition, others the greatest part, and most of them being so shattered in their masts and rigging, as scarce to be able to set a sail to run off; I made the signal to cut, and went and anchored about a random shot distance. Whilst we were battering the castle, the enemy sunk their ship that lay in the harbour's mouth, which effectually stopped the channel.

On the 28th I held a general consultation what was most proper to be done. In which it being resolved we were no longer in a condition to undertake any enterprize against the enemy, on the 30th, as soon as they could be got ready, I dispatched the Scarborough, Eltham, Advice*, and Lively, to their respective stations, and sent the Assistance down to Jamaica. Before I sailed, I sent Captain Pratten to the governor for exchange of prisoners, which was readily agreed to.

As to the castle, I really think it is little inferior to Bocca Chica at Carthagena, either in strength or dimensions, and the harbour's mouth full as difficult, as a ship is sunk in it, with a chain across, with strong batteries on each side; and, as the winds blow, no getting in without warping. *So that their Lordships will see my want of success has been owing to my want of a sufficient force; which I persuade myself they would have sent out with me, had the strength of these places been rightly represented to them.* I should not do justice to the service or myself, if I omitted recommending Captain Smith of the Burford, Captain Watkins, Captain Gage, Captain Lisle, and Captain Stewart, who distinguished themselves with great zeal for his Majesty's service, particularly Captain Smith of the Burford, on whom the second part of the action fell heaviest. I shall make the utmost dispatch to equip the Burford and Suffolk, and return home with them and the Norwich as soon as possible.

On the first of May some of the ships got under weigh in order to proceed, and by the third all the squadron were in motion. Commodore Knowles, when returning to Jamaica, might have justly exclaimed with all the spirit and resolution of a Roman, opposed to a superior force,

> 'Tis not in mortals to command success.
> But we'll do more, Sempronius,—we'll deserve it!

Captain Watkins, in the interesting account of this expedition which he sent to Sir J. Norris, concludes thus,

* The Advice did not arrive at Porto-Cavallo until the 25th; the day after the attack had taken place.

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It is a true observation, that success generally covers a rash action, whereas, on the contrary, a miscarriage frequently exposes the most prudent conduct to censure. I chiefly pity Mr. Knowles, as I have often Mr. Vernon, and other commanding officers; who, though unsuccessful, have had the service of their country at heart: for it is the misfortune of great men, that their actions are liable to the censures of the meanest and most worthless, whose rash judgments are generally formed according to success, and not from just and real motives.

In the year 1744, Mr. Knowles commanded a squadron stationed off the Leeward Islands, conjointly with Captain Warren. The list* of prizes taken by him, between February 12th and June 12th, which we have inserted from

* *List of Prizes taken by his Majesty's Ships stationed at the Leeward Islands, viz. the Woolwich, Launceston, Lyon, Superbe, Severn, Lyme, Comet, and Otter sloops, under the command of Captain Warren and Captain Knowles, between February 12, and June 12, 1744.*

Ships.	French or Span.	Tons	Guns and Swivels	Men	Lading.
Ascension	French.	500	24	129	All sorts of rich merchandize.
St. Antonio de los Animos	Spanish.	90	10 14	96	Privateer.
Santissima Trinidada.	Spanish.	110	10 12	46	Ditto
L'Aimable	French.	150	10	38	400 negroes, 163 oz. gold, and 116 elephants' teeth.
Dolphin	French.	210	6	23	Beef, flour, cordage, &c.
Marquis D'Antin	French.	180	8	29	Beef, flour, wine, brandy, cordage, &c.
St. Martin	French.	15	14	19	Ditto
St. Firmin	French.	110	0	16	Sugar, coffee, cocoa, tobacco, 2450 dollars, and 45 pistoles.
La Fortune	French.	100	6	12	Cocoa, roquo, coffee.
La Garonne	French.	120		23	Beef, flour, wine, and dry goods.
L'Amiable Julie	French.	150	6	19	Sugar, coffee, tobacco.
Le Bien Aimé	French.	600	24	43	Wine, provisions, and dry goods.
Neptune	French.	380	14	43	Wine, brandy, oil, soap, &c.
La Francoise de Cherburg	French.	184	8	24	Wine beef, flour, candles, cordage, &c.
La Princessa Anlope	French.	130	8	24	Sugar and coffee.
Union brig	French.	120		14	Rum, sugar, cotton, melasses, coffee.
Junio sloop	French.	100	4 6	18	Wine, beef, flour, butter, pork, &c.
Le Croyant	French.	280	10	39	Sugar, and coffee.
L'Amiable Teresa	French.	90	4	11	Snuff and tobacco.
Sloop	French.	100	8	14	Sugar and Rum.
Le Patriarche Abraham	French.	300	12	45	650 negroes.
L'Amiable Catherine	French.	80	8 12	76	Privateer.
A schooner, Lovel, retaken	French.	70	8 10	38	Ditto
A new sloop	French.	80			

View of the Prizes taken on the 1st of June by L. Howe, at Anchor at Spithead.

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the Gazette, will best shew his activity and success. In the month of September, in the same year, a large Spanish ship bound from Cadiz to Carthagena, with the governor on board, was burnt by him, under a battery of three guns on the south side of Martinico, where she ran in for protection. Her outfit was 160,000l. but it was impossible for the commodore to take possession of her, before she went on shore.

No commander, on this station, ever gave more general satisfaction than Commodore Knowles. As a proof of the esteem in which he was held, we insert part of the following testimony of regard, which was signed by sixty-three of the principal gentlemen resident at Barbadoes.

SIR, *Barbadoes, Dec.* 14, 1744.

Though we are certain that the public services you have done, and are continually doing, proceed, as they always will, from the noblest principle, and without the least expectation of popular applause; yet, being fully sensible, and having indeed been immediate partakers of them, we should think it an unpardonable neglect at least, if it did not deserve a worse appellation, should we omit to make our joint acknowledgment thereof, &c.

In 1745, Mr. Knowles was appointed captain of the Devonshire, and continued to command a squadron off the Leeward Islands. On Thursday July 11th, as appears by a letter published for the general benefit of trade and navigation in those seas, he discovered during a passage from St. Eustatia, a ledge of rocks upon the weather beam, which appeared to be almost level with the surface of the sea. They seemed to lie nearly east and west, and were about the length of two ships, but looked very narrow. By a good observation at noon the commodore found he was in the latitude of 44° 20′ north, and longitude, from Anguilla, about 30° east. From the rocks to the Lizard he made afterwards 19° 24′ longitude.

In the month of January 1746, Commodore Knowles had the command of a detachment from the fleet in the Downs, under Vice Admiral Martin; and was sent in the

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Canterbury, to inquire into the true state of the preparations making in France to invade England *. In the month of February, having returned from the coast of France on the 21st, in a very hard gale of wind, he met with two ships, the Bourbon, and La Charité, and took them both. They came from Ostend, and had on board Count Fitz-james, M. la Romte, major-general, with about 5 or 600 of Fitz-james's regiment, and all their accoutrements. The military chest contained about 5000l. On the 21st of March, in the same year, he shifted his broad pendant on board the Edinburgh, and proceeded from St. Helens down Channel, with the outward-bound trade under his convoy. On his arrival at Plymouth, he removed into the Norwich of 50 guns, and on the 31st of March sailed with the Canterbury and Ruby for Louisbourgh, of which fortress he had been appointed governor. He remained at this place for some time.

On the 15th of July 1747, Commodore Knowles, having been promoted Rear Admiral of the White, sailed from Louisbourgh to Jamaica, and was appointed commander in

* *From the London Gazette, January 4.*

The following Letter has been received at the Admiralty from Commodore Knowles, who was sent to inquire into the true state of the preparations making in France to invade England.

Since my last I have been over to Boulogne and Calais, and had as distinct a view of what is in those places as it is possible, unless I had been ashore in person. At Boulogne I stood within half a mile of the pier-heads, that even a privateer sloop's shot went over me: the battery from the pier-head (which consists but of five guns) fired many shot, but none did execution. It was not possible to count the vessels as they lay, not knowing how to distinguish those of two masts, or those of one; but, upon the whole, I am of opinion there is not sixty vessels of all kinds in the harbour, (and my brother captains do not think there are so many). The largest of these was a galliot-hoy, whose very gaff was much higher than any of the other vessels maste-heads; and there was not one single one which had a topsail-yard rigged aloft.

This morning about eight o'olock, I was within two miles of Calais town, and saw three or four small top sail vessels in the pier, the rest were all galliots and fishing-boats, and did not exceed thirty in number.

By Captain Gregory's account of the same date, who was sent to take a view of the preparations at Dunkirk, it appears there are but five or six vessels in the road, and a very few in the harbour.

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chief on that station. He sailed from Port Royal, with his flag on board the Canterbury*, February 13th, 1748, to attack St. Jago de Cuba, accompanied by his friend Governor Trelawney, and 340 men belonging to his regiment. His squadron consisted of the flag ship of eighty guns, one of sixty-four, five of sixty, one of fifty guns, and two sloops. Contrary winds continuing to blow, he was obliged to give up his original design, and make an attack on the French at Port Louis, on the south side of St. Domingo, where he arrived on the 8th of March. With that resolution which never failed him, he drew up the squadron the same day within pistol shot of the walls.

The place was defended by a strong fort, mounting seventy-eight guns, and had six hundred men commanded by M. de Chateaunoye. The garrison played furiously on the ships as they advanced; and the brave Captain Rentone, in the Stafford, was killed by a shot that took off his thigh: nevertheless, until the ships had got into their stations, and were moored in a close line a-head, the fire was not returned. A desperate and bloody action then commenced, in the midst of which, the besieged sent out a fire-ship to drop on board the Cornwall, or Elizabeth. The boats were immediately manned, and succeeded in towing her off through a brisk fire of the French musquetry. Their crews seemed inspired by the gallant example of Admiral Knowles, and performed incredible feats of resolute and determined valour. Two fire-ships that were preparing to stand out on the English were also taken by the boats. This terrible cannonading continued, without the least intermission, for three hours: when the French officers finding it impossible to keep their men any longer at their guns, their fire ceased, and Admiral Knowles summoned the governor to surrender †. Terms of

* He afterwards changed his flag to the Cornwall.

† The following particulars of this gallant action, appeared afterwards in a private letter from an officer on board the Cornwall.

The fort of St. Louis is all of stone, the merlons seven feet thick on their top, and it stands on an island about a mile from the town of St. Louis: though a good harbour, it has no fresh water, and therefore not worth keeping. The

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capitulation were settled in the evening, and the garrison engaged not to serve against Great Britain, or its allies, for the term of one year. Admiral Knowles, having completely destroyed the place, resolved, with his usual perseverance, to make a second attempt on St. Jago de Cuba.

On the 5th of April 1748, he again arrived off that place. The Plymouth and Cornwall led boldly into the harbour; but as soon as they approached it a boom was discovered lying entirely across its mouth. On the other side appeared two large ships, and two small ones filled with combustibles. The Admiral was greatly irritated at this disappointment; and the ships, having fired a few broadsides, returned to Jamaica.

The vigilance of Rear Admiral Knowles, whilst he continued to command on the Jamaica station, protected, and secured the trade of that invaluable island. His brave

ships employed in the attack were, the Canterbury, Captain Brodie; Plymouth, Captain Dent; Stafford, Captain Rentone; Warwick, Captain Innis, of 60 guns each; the Elizabeth, Captain Taylor, of 64; Cornwall, Captain Chadwick, of 80 guns; which last was placed in the centre, against the strongest battery of the enemy. We were ordered not to fire till we were moored within pistol shot, which was punctually observed, receiving in the mean time their shot, which were very furious, some of them having fired red hot, which did us no small damage in our masts, yards, &c. our men were with great difficulty restrained from firing while we were under sail; however, being moored in a close line a-head, we soon returned the compliment with such violence and success, that the enemy's cannon were silenced in a few minutes, so that they only fired a shot now and then. We kept a continual fire from half an hour after one, till near four in the afternoon, when the fort was surrendered. Captain Rentone was killed before his ship came to an anchor, by a shot which took off his thigh; Captain Cust was killed in the Elizabeth; and Lieutenant Alexander Bredner in the Cornwall; these were all the officers we lost. Our killed in all did not exceed 20, nor the wounded 50. Of the enemy I have seen about 130 dead, and there are about 40 wounded, many of them very dangerously. Among their dead were five captains, three of whom were killed by one shot, a thirty-two pounder, from the Cornwall, which ship did the most remarkable execution, being so near, not only with her great guns, but the small arms from the tops, forecastle, and poop, we having soldiers on board for that purpose. Besides the ships mentioned, the Worcester, Captain Andrews, of 60 guns, and the Oxford, Captain Tole, of 50, with the sloops Weasel and Merlin (which last brings this) were in reserve. The Lenox, Captain Holmes, of 64 guns, being a bad sailer, and springing some of her masts, lost her share in the glory of this action, in which were many gentlemen volunteers.

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conduct also in the reduction of Fort Louis, received, on the 22d of April, the greatest mark of honour that could be paid by the honourable house of that island; who commanded their speaker, Mr. Price, to convey to Admiral Knowles the following high opinion which they entertained of his merit.

SIR, *Spanish Town, April 22d*, 1748.

The House of Assembly of this island have so just a sense of the important service you have lately rendered to your King and Country, by reducing and demolishing of Fort Louis, and in particular to this island and its commerce, it being from thence our trade was perpetually molested by the enemy's cruisers, and too frequently made captures of, have, *without a dissenting voice*, ordered me to return you their thanks for your signal services in the reduction of that fort.

Give me leave to assure you, Sir, it is with the highest satisfaction that I execute their commands; and I do accordingly return you the thanks of the House upon that happy event: an event, that under the providence of God, was most apparently *the effect of prudent well-concerted measures, and a vigorous and resolute execution.*

As it is most obvious your conduct is not the least biassed by pecuniary selfish views, but directed to what may be of most effectual and solid service to the public; I beg leave to add my most sincere wishes and prayers for your future success in whatever you shall judge proper to undertake, and that it may equally redound to your own honour, and your country's benefit.

Believe me, with the greatest respect,
Sir, your most humble servant,
C. PRICE, SPEAKER.

Thus the voice of public praise, though not unmixed with private malignity, rewarded the arduous and constant labours of this distinguished officer *. The admiral had long formed the project of intercepting the Spanish plate fleet, in its way to the Havannah, from La Vera Cruz; and, that he might lose no opportunity of effecting this, he continued to cruise with six ships off the Tortudas Bank. On the 30th of August, Captain Holmes of the Lenox, who had sailed on the 25th, with a

* On the 12th of May 1748, Mr. Knowles was promoted Rear Admiral of the Red.

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convoy for England, discovered seven sail of large Spanish ships bearing down upon him. He instantly made the signal for his convoy to disperse; whilst, as a deception, he stood himself towards the enemy: but the moment it grew dark, set all the sail he could carry, and brought the tidings to the admiral in the morning.

This memorable action closed the war. It was continued from three o'clock until eleven at night; when the Spaniards ran their ships so near the breakers, that the pilots in the British squadron could follow them no longer: but for the want of day-light a complete victory would have been obtained. Yet so much party animosity originated from this event, that we shall insert a letter *, from an officer on

* *Extract of a Letter from on board his Majesty's Ship the Lenox, Captain Holmes, arrived at Spithead, dated November 23.*

We sailed last from Jamaica, August 25th, with a convoy for England; but the current prevented us from going through the windward passage, so were obliged to bear away for the Gulph of Florida.

September 29th, in the morning, we spied seven sail of large ships bearing down upon us, which proving to be Spanish men of war, our captain made a signal for his convoy to save themselves as well as they could; we then stood towards the enemy till it was almost dark, when it was thought prudent to provide for our own safety, having near 200,000l. on board; we had hopes of meeting with Admiral Knowles, who was cruising off the Tortudas Bank with six ships of war, to intercept the Spanish annual plate fleet from La Vera Cruz, daily expected at the Havannah. Accordingly we joined him next morning, and informed him of what had happened, upon which we made sail to meet the Dons, and October 1st came up with them. The Tilbury led the van, the Stafford next, and our ship the Lenox in the third place. Admiral Knowles, in the Cornwall, perceiving by the enemy's line of battle, that the Spanish vice-admiral must fall to our share, bid us fall astern of him, that the two commanders might engage each other: we did accordingly, and so became the fourth ship, the Warwick next, and Canterbury last. The enemy at this time having their frigates out of the line, the Oxford, our smallest ship, was likewise ordered out; and at a little past two the Spaniards began to fire, but at too great a distance to do any execution. Soon after the admiral made the Tilbury's signal to bear down near the enemy; but that not being complied with, he fired a shot or two at her; however he himself in the Cornwall edged down close upon the Spanish vice admiral: we did the same, being very near him, when all hands merrily played away, excepting the Warwick and Canterbury, who were so far astern that they could not come up, neither did they fire a shot for upwards of two hours.—You will perceive that all this while *the enemy had six ships against four*; and, what added to our disadvantage, about an hour after the action began, the Cornwall had her main-top-mast head shot clear away, with some other damages, which occasioned her to haul out of the

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board the Lenox, who wrote from the impulse of the moment, and whose ideas therefore were clear and impartial.

To this it is but justice to add the following observations. Whilst the British Admiral lay off the Havannah, after the action, with the captured Conquestadore, an advice boat

line, and she never came into it again. We then shot up into her place, abreast of the Spanish admiral, where we had very warm work, having three of the enemy's ships playing upon us at once above an hour, when the Warwick and Canterbury came up very seasonably to our assistance. At this juncture one of the Spanish ships was fairly beat out of the line, as well as the Cornwall of ours. Mr. Knowles having refitted, bore down upon the Spanish disabled ship, and took her with little or no resistance. The action was now closer and hotter than ever, and the Spaniards being sick of it, edged away towards the Havannah, it being but a little way from them, and we bore after, and did great execution, for we were almost yard-arm and yard-arm :—we peppered them sweetly. The enemy bearing more away, threw us partly astern of them, though then we did not lie idle; for soon getting under the Spanish vice-admiral's stern, we loofed up, and gave him several broadsides, which raking him fore and aft, tore him to pieces. About nine o'clock, not being able to distinguish one ship from another, we left off. The Spanish vice admiral, having lost his main and fore-mast, ran ashore; the rest, though greatly disabled, got into port, off which we paraded with the Conquestadore, our prize, till all our ships were new rigged, and then we stood towards the Spanish vice-admiral's ship, which was ashore: upon seeing us come near him he set her on fire, and in an hour's time she blew up. We then returned to our parade off the Havannah, where we took an advice boat from Old Spain, which damped our spirits with the unwelcome news of a peace, for we had great hopes of taking the Spanish plate fleet as above mentioned, in which there could not be less than forty millions of dollars. English tars had never more reason to blame fortune than now; for if she had favoured us with only two hours day-light more, we should have taken or destroyed the whole Spanish squadron; and finer ships were never built. Their forces were as follow, besides a regiment, and all their privateer men.

Spanish Ships.	Commanders.	Guns.	Men.
Invincible	Rear Admiral Spinola	74	700
Conquestadore	Don T. Juste	64	610
Africa	Vice Admiral Regio	74	710
Dragon	D. M. de la Pas	64	610
New Spain	D. F. Barella	64	610
Royal Family	S. M. Forrestal	64	610
Galgo	D. P. Garrecocha	36	300
English Ships.	**Commanders.**	**Guns.**	**Men.**
Tilbury	Powlett	60	400
Strafford	Brodie	60	400
Cornwall	Admiral Knowles / Captain Taylor	80	600
Lenox	Holmes, 70 gun ship, only 56 aboard	56	400
Warwick	Innes	60	400
Canterbury	Clark	60	400
Oxford	Toll	60	300

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from Old Spain fell into his hands, and spread a general dejection through the fleet; by bringing the news, that preliminary articles for a general peace were signed, and that all hostilities were to cease. The British seamen had considered the whole of the galleons as their own; and a too eager imagination had formed those ideal prospects of future independence, which disappointment too often converts into gloomy discontent, or wayward resentment. Admiral Knowles was tried by a court martial *, held on board the

* The court, pursuant to an order from the Right Hon. the Lords of the Admiralty to William Rowley, Esq. dated the 1st instant, proceeded to enquire into the conduct and behaviour of Charles Knowles, Esq. a rear admiral of his Majesty's fleet; in, and relating to, an action which happened on the 1st of October 1748, between a British squadron under his command, and a squadron of Spain; and having heard the witnesses, as well for the crown as the prisoner, and also what the prisoner had to say in his defence, and thoroughly considered the same, the court do unanimously agree, that it had appeared that Mr. Knowles by forming the line to the northward, upon seeing the enemy in the morning, acted properly, and like an officer; but, while he was standing for the enemy, he might, by a different disposition of his squadron, have begun the attack with six ships, as early in the day as four of them were engaged, and that therefore, by his neglecting to do so, he gave the enemy a manifest advantage; but in the situation the squadron was at the time the Tilbury returned the enemy's fire, the rear admiral seems to have acted properly in making the signal for battle, and beginning the engagement then as he did; that it appears the Cornwall continued in close and smart action better than an hour, and that Mr. Knowles remained on board her, with his flag, after she was disabled from continuing the action; though he might, upon her being disabled, have shifted his flag on board another ship; and the court are unanimously of opinion, that he ought to have done so, in order to have conducted and directed, during the whole action, the motions of the squadron intrusted to his care and conduct: but as it appears that Mr. Knowles expressed great earnestness and zeal to get into action, and, while the Cornwall was engaged, shewed great personal courage; therefore, the court do unanimously think, that his not removing his flag arose from a mistake, and not from backwardness to bring his person into action; and upon consideration of Mr. Knowles's whole conduct relating to the action, the court do unanimously agree, that he falls under part of the 14th article of the articles of war, namely, the word *negligence*, and no other, and also under the 23d article. And the court do therefore unanimously adjudge, that he be reprimanded, for not bringing up the squadron in closer order than he did, and not beginning the attack with as great force as he might have done, and also for not shifting his flag, upon the Cornwall's being disabled. And he is hereby reprimanded accordingly.

C. Fearne, Judge Advocate.

William Rowley,	Thomas Sturton,
Edward Hawke,	William Parry,
John Forbes,	Richard Haddock,
Mk. de l'Angle,	Matthew Buckle.

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Charlotte yacht, at Deptford, in December 1749. William Rowley, Esq. Rear Admiral of Great Britain, and Admiral of the White Squadron of his Majesty's fleet, president. The Spartan discipline of the British Navy is not an object for common minds to consider: we can only feel its beneficial effects, and contemplate with veneration the elevated characters that issue from this rigid school.

On Admiral Knowles's leaving the Jamaica station for England, he was again honoured with the thanks of the House of Assembly of Jamaica; and also received the following tribute of regard from Governor Trelawney:

DEAR SIR, *April* 15, 1749, *Jamaica.*

I cannot let the Stafford go, without taking the opportunity of expressing my sense of your kind and good behaviour towards me, during your command in these seas. It has already, and cannot but prove more and more beneficial to me in carrying on his Majesty's service. This is a public fruit of your friendship, and no doubt is owing *to the public spirit that animates every action of your life, &c.*

I am most truly with perfect esteem,

Your most obliged, &c.

EDW. TRELAWNEY.

The merchants of Kingston also, on his leaving the island, thus expressed their high opinion of his conduct, and their sorrow on his leaving them.

TO CHARLES KNOWLES, ESQ. &c. &c. &c.

The Address of the Merchants and Trading Inhabitants of the Town of Kingston.

His Majesty having thought proper to comply with your request, and to recall you from this station, the merchants, &c. of the town of Kingston beg leave to wish you a safe and agreeable passage to England.

It is with the utmost regret we view you, Sir, quitting a command, which *you have filled with so much glory to the British Navy, with such peculiar honour to yourself, and with such signal advantages to trade in general.* The vigilance and zeal which you have continually shewn in protecting the trade, to and from this island, fully discover the just sense you have of the importance of a good naval force to the well being of this colony; and the successes that have attended you, plainly demonstrate the great advantages the nation will ever receive from a due and judicious application of it.

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We should think ourselves therefore undeserving the appellation of dutiful subjects to his Majesty, and the friends of trade, if we did not embrace this public opportunity of assuring you, how deeply sensible we are of the many signal services you have done the nation in general, and this island in particular. Permit us therefore, Sir, to entreat your acceptance of a piece of plate, which we have desired Mr. Ord, one of our representatives in the assembly of this island, to present to you on your arrival in England, as a *public testimony of the great advantages the British Nation in general, and this island in particular, has reaped from your conduct in this station.*

Dated at Kingston, April 12, 1749.

In 1750, Admiral Knowles married his second wife, Miss Bugit, of an old Lorraine family. By his lady he had three children: the present Rear Admiral Sir Charles Henry Knowles, who was made post in 1780, and had the command of the Goliah, 74, in Sir J. Jervis's action off Cape St. Vincent: and two daughters, one of whom died in her infancy; the other married, March 29, 1781, John Winder, Esq. of Vanor Park* in Montgomeryshire, an officer in the king's dragoon guards.—The goodness of her heart, and the upright integrity of her conduct, preserves a due sense of that example which was afforded by her worthy father.

In the year 1752, Rear Admiral Knowles, then member for Gatton in Surry, was appointed Governor of Jamaica, in the room of Edward Trelawney, Esq. A circumstance sufficient to mark that he then stood high in the opinion of his Country. The laws he established at Jamaica, and the regulations which he made there, displayed the bold conceptions of a mind, and the disinterested motives of an heart, that looked only to the general welfare. Prior to his appointment, all law suits were determined at Spanish Town, and if the cause was ever so trifling, the parties were obliged, at a great expence, to come from the most distant

* This house and park formerly belonged to the Earl of Essex, the unfortunate favourite of Queen Elizabeth, who married a sister of Sir F. Knollis, K. G. and president of the council. He was created Earl of Bambury by King James. The picture of Queen Elizabeth, when princess, and her brother's Prince Edward, with that of the Earl of Essex, are still in the house.

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parts of the island to settle it. Admiral Knowles therefore established quarterly courts throughout the island, and obliged the lawyers to go their circuits. He also, for the following reason among others, changed the seat of government from Spanish town to Kingston. Three of the enemy's frigates, with 500 soldiers, might at any time anchor in the evening in Old harbour, and, by a *coup de main*, take the governor out of his bed at Spanish Town, burn the Chancery and archives, and then return safe by forced marches to Blue Fields; where, if the frigates had immediately sailed on their landing, they might re-imbark. Whereas Kingston, on the contrary, is on one side surrounded by water, on the other by an extensive valley, environed with an amphitheatre of mountains, all the passes to which, five in number, were fortified. By this measure, as appears from the petitions in its favour that were presented to the House of Commons, by several merchants of London and Liverpool, the property of the traders and inhabitants was rendered infinitely more secure; and many important advantages were derived from it. Some interested individuals however seem to have taken alarm; and in consequence the seat of government, after Admiral Knowles resigned in January 1756, was again removed to Spanish town*.

In 1757, Vice Admiral Knowles, being appointed second in the armament that was sent against Rochfort, under the command of Sir E. Hawke, hoisted his flag on board the Neptune. The fleet sailed from St. Helens on September 8th. The particulars of the attack on the Fort in the Isle of Aix, have already been noticed in our memoir of Earl Howe. The present Admiral Vandeput accompanied Admiral Knowles in this expedition. Mr. Edward Knowles, was with Captain Howe in the Magnanime. On the 25th

* During his absence from England, he was in the month of February, 1756, advanced to be Vice Admiral of the Blue; as he was in the same year to be Vice Admiral of the White. Soon after his arrival in England he was promoted Vice Admiral of the Red.

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it was agreed in a council of war then held, probably owing to information derived from the prisoners taken at Aix, that the attempt on Rochfort was neither advisable nor practicable. However on the 26th of September, Admiral Knowles was dispatched to bombard and attack fort Fouras, with two bomb ketches, and several armed vessels and frigates, and to sound the entrance of the river Charette. This expedition *, owing to the superficial knowledge of Thierry the French pilot, who accompanied him, did not succeed.

As Mr. Smollett was at that time an active writer in support of any party, and treated the account which Admiral Knowles published of the transaction, with much harshness and asperity in the Critical Review, it may be of service to the public, who already have been acquainted with some particulars of Mr. Smollett's history, to know the real motives of this writer's conduct. We state them from undoubted authority, and claim that credit we are confident they deserve.

Dr. Smollett was originally what is termed a loblolly boy, an inferior attendant on the surgeon, on board Commodore Knowles's ship at La Guira. Mr. Knowles gave him his first warrant as surgeon's mate, and in many instances behaved towards him with paternal kindness. Mr. Smollett afterwards published a libel on his patron. The admiral sent and requested to know in what particular he had ever injured him. At length, after much prevarication it appeared, that some favour had been refused him by the admiral's secretary, of which Mr. Knowles was perfectly ignorant. Smollett made his apologies for what had happened, and retired. The worthy admiral, who with surprize beheld the insigni-

* On the return of the fleet into port, Admiral Knowles struck his flag, but hoisted it on the 5th of November following on board the Royal Anne at Spithead. On the 12th of December it was again struck. Mr. Knowles was promoted Admiral of the Blue, January 31, 1758. Prior to his going to Russia he was made Admiral of the White.

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ficance of the man, who under an apparent zeal for literature, had attacked and sullied the fame of a naval officer, wished and intended to pardon him; *but the Earl of Mansfield, then Mr. Murray, and Hume Campbell, afterwards Lord Register of Scotland, would not suffer it to be done.* Mr. Smollet was therefore prosecuted and fined 100l., was imprisoned a year in the Marshalsea, and obliged to find securities for his good behaviour: he afterwards published a Continuation of his History of England, and industriously suppressed, or sedulously distorted, every circumstance that tended to the honour of Admiral Knowles.—

We are now obliged reluctantly to draw our Memoir of this excellent officer to a close. After the accession of his present Majesty, who early displayed a regard for the Navy, and on every occasion that afforded, has come forward in the most public manner to do it honour: Admiral Knowles for his long and faithful services was created a baronet on the 19th of October 1765. On the 5th of November following, he was made Rear Admiral of Great Britain, as successor to Lord Hawke. He held this honourable appointment until the month of October 1770, when he gave in his resignation, being chosen, on account of his great skill in nautical affairs, to preside over the department of the marine in Russia, to cultivate and protect that germ, which the genius and capacious mind of the Czar Peter had first cherished. As a specimen of ship building he carried out a model of the old Foudroyant, which we believe is still carefully preserved at Petersburgh. The services of Admiral Knowles, whilst in Russia, will make the subject of a future memoir*. That he did not forget the interests of his country during his absence, the following letter to Lord Rochfort then secretary of state will sufficiently prove. It also will serve to shew how much he was consulted by ministers, and in what high estimation his experience and abilities were held.

* Vid. Vol. II. page 265.

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MY LORD,

As your Lordship was pleased to require of me, before I left England, my thoughts how France or Spain might be most effectually attacked, in case of a war breaking out with those two nations, I take the liberty of transmitting them to your Lordship; wishing, with all my heart, the period may be very far distant to have occasion for them; but be that as it will, they may one time or other become useful.

I think I may venture to tell your Lordship that whenever such a league is proposed to this court, you will find it well disposed to attend to it.

If in straying out of my element I have launched too far into politics, I hope your Lordship will impute it to the *amor patriæ* which still haunts me, though an exile.

I have the honour, &c. &c. &c.

Petersburgh. C. KNOWLES.

Admiral Knowles returned to England in 1774, and presented a memorial of service *, that he might obtain redress, for some neglect that had arisen respecting his half pay.

To draw in few words the character of a man, whose services, from the age of fourteen, were so arduous to him-

* *Admiral Sir Charles Knowles's Memorial of Service.*

That in the year 1718 he served under the late Lord Torrington at the battle off Sicily, and was made a captain by him in the year 1731. That he fortified the harbour of Port Antonio at Jamaica, and made careening places for his Majesty's ships, not only there, but at Port Royal also. That he was afterwards employed on the same service at Antigua. That he was on the Carthagena expedition with Admiral Vernon, and destroyed all the fortifications taken there: also at the taking of Chagre, and demolishing all the fortifications there and at Porto Bello. That he has been in thirteen general actions during the wars that have happened within his time; and commanded in six himself. In that of La Guira and Porto-Cavallo, out of six ships he lost near 600 men killed and wounded. That he was so fortunate as to take two French ships, with the regiment of Fitz-james on board, consisting of 630 men with the count, and five other general officers (in the year 1745) going to Scotland; and beat back three other ships, with Lord Clare's regiment, into Dunkirk: which service his Royal Highness the late Duke of Cumberland often acknowledged facilitated his victory at Culloden. That in the late war, he drew up the original plans for attacking Senegal, Goree, Louisbourgh, Martinique, and the Havannah, by which plans, and the intelligence he furnished, all those places were taken. The several copies of which his Majesty has now in his possession. That he served also several years in quality of Governor of Louisbourgh and Jamaica, and fortified both those places. That it was always his endeavour to merit the favour of the admirals whom he served under, *by an active and punctual observance of their orders, and since his attainment of command himself, his sole ambition has been the glory of the British arms, and his Sovereign's approbation of his conduct.*

(Signed) CHARLES KNOWLES.

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self, and so important to this country, and which appear under such a variety of forms; whose virtues were so uniform and confirmed; and who stood unappalled, like the rocks of the element he had lived on, notwithstanding every art that a malevolent or party spirit could employ, would form a subject for the best writers of the present, or any future age. We can only add, that he was a kind and dutiful son;—affectionate father, a strict and rigid officer, but a sincere friend. As a proof of his generosity, after his death two books were found containing notes of hand to the amount of 5000l. which he had lent to officers in the Navy. In his civil capacity, as Chancellor of Jamaica, Lord Hardwick declared he had never been surpassed: and Mr. Beach the Attorney General, has been heard to say, that but for his naval profession, he should have thought Mr. Knowles had been bred to The Bar.

Such a man was not altogether formed to please the multitude; an high sense of inward worth rendered him neglectful of those trifling forms by which popularity is too often attained.

Virtue, for mere goodnature is a fool,
Is sense, and spirit, with humanity.
'Tis sometimes angry, and its frown confounds;
'Tis e'en vindictive, but in vengeance just.
This is the solid pomp of prosp'rous days,
The peace and shelter of adversity.
The gaudy gloss of fortune only strikes
The vulgar eye;—the suffrage of the wise,
The praise that's worth ambition, is attain'd
BY SENSE ALONE, AND DIGNITY OF MIND. *Armstrong.*

Admiral Knowles translated a work of M. de la Croix; he also published a vindication of Sir John Mordaunt's conduct. He invented a machine for discovering the pressure of the wind and its weight; and a method also for ascertaining its velocity; which Euler acknowledged Mr. Knowles had discovered before him. The plan of this machine, with the book of calculations, the present Sir C. H. Knowles sent to the Royal Society. Admiral Knowles died in England on the 9th of December 1777, and was buried in the church of St. Nicholas, at Guildford in Surry.

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NAVAL ANECDOTES,

COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

No. II.

A MANUSCRIPT collection of marine charts, drawn in 1436, was discovered in 1739 in St. Mark's Library at Venice, together with a manuscript account of voyages by Sanudo, a Venetian navigator, who lived at the end of the 13th and beginning of the 14th century. Upon these MSS., M. Naillac, one of the French academicians, founded an opinion, that not only the seas of Africa and the East Indies, were known to the Venetians before the voyages of the Portuguese; but that the Antilles, Hudson's Bay, and Newfoundland, were frequented by their sailors above a century before the voyage of Columbus.

PEYROUSE.

The captain of an English ship, taken by the privateer Dugay Trouin in July 1793, gave the following detail respecting the loss of M. de Peyrouse. "On the 30th of December 1791, being in the latitude of 9 degrees south, and 259 degrees west longitude of London, coming from Jacqueson, going to Bombay, and wishing to go by the eastern passage, I was informed of a shipwreck on the coast of New Georgia, in the Eastern sea. This ship could be only a French one, as no other ship or frigate passed these straits, but two English frigates, which have since arrived in England. There is the greatest probability that it is the *Boussole*, or the *Astrolabe*. I have drawn the plan and exact chart of this continent, with the remarks on the latitude and longitude. Cape Exception, or Cape Deceit, forms the entrance of the bay in which the before-mentioned vessel was shipwrecked."

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SOFT SOAP FROM HERRINGS.

Sir John Dalrymple has addressed a letter to the editors of the Scotch papers, in which he recommends the making of soft soap from herrings, of which there was last year an uncommon glut in the Frith of Forth. This soap is made without any mixture of tallow or oil; it will wash with cold, hard, or salt water, and comes about fifty per cent. cheaper than common soft soap. Sir John has discovered a method of taking away entirely the bad smell from this fish soap, and has left two servants in his house at Edinburgh to teach the way in which this soap is made. A gentleman who made an experiment on the dog fish, for the same purpose in the Isle of Man, was able to sell the soap, so made, at 12s. 6d. a hundred at Whitehaven.

CAPTAIN VANCOUVER.

Captain Vancouver used to say, that he had been nearer the south pole than any other man—for that when the immortal Cook in latitude 72, was stopped in his progress by impenetrable mountains of ice, and was preparing to tack about, he went to the very end of the bowsprit, and waving his hat, exclaimed—*Ne plus ultra!*

LAND RECOVERED FROM THE SEA.

In 1793, a gentleman of Essex, recovered seventy acres of land from the sea, at the expence of 344l. 2s. His mode of consolidating a sea wall was to roll it daily for eight or nine months, with a roller, twenty-nine cwt. moved by four horses.

INDIA COMPANY'S REGULATION.

The India Company, at the beginning of the present war, passed some resolutions in favour of mates of their ships, which have remained in force ever since. The second mates to be twenty-two years of age, to have been three voyages to India, in one of which they acted as third or fourth. The third mates to be twenty-one years of age, to have been three voyages, or two in the company's service, and two

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years in actual service. The fourth mates are to be nineteen years of age, to have been two voyages, or one or two years in actual service.

PATAGONIANS.

Extract of a Letter from Halifax, Nova Scotia, to a Gentleman in Glasgow, August 27, 1793.

"A few days ago, Captain Coleman arrived here from a whale voyage. He touched at Port Desire, on the coast of Patagonia, where he saw between 400 and 500 of the inhabitants, whose stature has given rise to so much altercation and debate. They were from seven and an half to eight feet high, remarkably stout, and very affable in their manners and behaviour to Coleman's people. They were all mounted on very fine horses, and had come from the interior part of the country. There are few or no inhabitants on the sea coast, which accounts for their being so seldom seen by navigators. The dress of those, which Captain Coleman saw, was of skins exactly fitted to their bodies, which shews their shape to great advantage. They were armed with lances, bows, and arrows."

HERRING FISHERIES.

It is extraordinary that the Swedish method of catching herrings has not been yet introduced into Scotland: great as are the quantities now taken, they would be increased in an astonishing proportion, were the Gottenburgh system followed.—When the herrings go into a bay, like that of Inverkeithing, an immense net is carried across the entrance, so that none can escape; they are then taken out as wanted, or according as they can be made use of. Great quantities are boiled for the sake merely of the oil, many thousand barrels of which are annually exported. It is singular, that this practice, though introduced by Scotchmen into Sweden, should never have been tried or followed in this country.

Fisheries have been called the agriculture of the sea. Raleigh attributes the wealth and power of Holland not to its commerce or carrying trade, but to its fisheries. Mirabeau was of the same opinion. De Witt also of the same; and Franklin seemed to prefer the fisheries of America to agriculture itself. A great nursery of the marine is by this

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means best supported; from whence a constant supply of men inured to the perils of the sea, and the inclemency of the weather, are constantly ready for the service of their Country. We shall give every attention to this important article.

There is a curious fact stated in the pamphlet published in America by Mr. Harper:—"The first blow (says he) was struck by the capture of a French privateer on our coasts, which had made prize of some of our ships, and then had the *impudence to run into our own harbours* for protection against the English cruizers!"

In the New Transactions of the Royal Academy of Sciences at Stockholm, for the year 1797, (vol. xvii. part. ii.) is inserted a description of an apparatus for planing ship pins, invented and employed at Carlscrona, in 1784, by C. F. Bouke, with a plate. This machine is so constructed that it will make these pins either round or square. Two workmen can in one day make with it four or five times as many as by the usual apparatus with a hand plane. At Carlscrona, where 35,000 such pins of oak or fir are used every year, this machine causes a saving of 666⅔ rix-dollars in point of labour.

The following is the copy of a letter found tied to the neck of a hawk caught on the 4th September 1795, by Mr. Malcolm of Kinghorn, in Scotland. It was picked up by him the day it was written, and had come at least 50 leagues, the Texel being then about 70 leagues distant.

On board the Lion, Sept. 4th, 1795.

I send this from on board the Lion of 64 guns, twenty-five leagues off the Texel, in chase of a frigate and sloop of war. He that gets this letter will put it in the newspaper.

RICHARD WILKINSON, MIDSHIPMAN.

A Russian Officer, who was in the Lazaretto at Leghorn, December 29, 1771, gave, at that time, the following anecdote respecting the navy:

"Mr. Fort, of Marseilles, who in the last war of the French against the English, commanded the ship L'Hiron-

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delle, entered into the Russian service this campaign, and was admitted as lieutenant on board the admiral's ship; he distinguished himself very much at Napoli di Romania; but in the naval combat at Chesne he shewed an intrepidity, hardly to be equalled, on board the said ship, where he commanded three cannon on the main deck. Half an hour after the commencement of the engagement, a ball took off his nose and part of his neck; but he would neither quit his post or suffer his wound to be dressed, but only held his handkerchief to his face to stop the blood. A quarter of an hour after, another ball carried away his right arm near the shoulder, and threw him down: he had yet strength sufficient to get up, and was going to take his sword in his left hand, when a third ball cut him in two. He was very greatly regretted, and Count Orlow in particular was very much affected with the loss of this brave man; and as soon as the action was over, the count desired no neglect might be made in inquiring whether Mr. Fort was married and had any family, as he intended to obtain a pension from his court for his widow. The officer charged with these orders could not be fully satisfied till he arrived here, and he is hastening now to acquaint the generalissimo with the result of his inquiries, in order to his procuring the promised pension for his widow."

AN ENGLISH MAN OF WAR.

The following is the character of this instrument of national energy, as described by Old Macklin:

"An English man of war can speak all languages. She is the best interpreter, and most profound politician in this island; she was always Oliver Cromwell's ambassador; she is the wisest minister of state that ever existed, and never tells a lie: nor will she suffer the proudest Frenchman, or Spaniard, or Dutchmen, to bamboozle her, or give her a saucy answer."

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NAVAL LITERATURE.

Prospectus and Specimen of an History of Marine Architecture, drawn from the best Authorities, and chronologically deduced from the earliest Period to the present Time; illustrated by upwards of One Hundred Plates, exhibiting at least a Thousand Figures, accurately engraved by the most eminent Artists. In Three Volumes Royal Quarto. By John Charnock, *Esq.* Faulder. P. 20. Six Plates. 6s. 1796.

Advertisement.

THE part here given as a prospectus is intended as the specimen of a work which has almost uninterruptedly engaged the attention of the author for nearly twenty years. It is to be considered as merely exhibiting to the public the typography, the paper, and the manner in which the different classes of engravings will be executed. As the letter-press contains only an *abridged* account of the Ancient Galley, it would be an act of injustice to form any peremptory decision on the literary merit of the work itself. What is now published being an abbreviation of upwards of twenty sheets, and all the information it is meant to convey relates merely to the extent in which the subject will be treated through every different branch or æra.

The book, as stated in the title page, will be comprised in three or *more* volumes royal quarto; the price to subscribers will be nine guineas, to be paid, according to the usual custom, half at the time of subscribing, and the remaining moiety on the delivery of the first volume. The price to non-subscribers will be ten guineas and an half: a demand which it is presumed will not be thought extravagant by the public, when they are informed the expence already incurred, added to the sum necessary to complete the undertaking, will amount, on the most moderate computation, to upwards of six thousand pounds.

As such an expence is too heavy to be risked by any individual, however enthusiastically attached to the subject, when the reception of all undertakings of this nature depends so much on the popular opinion of the moment, it has been deemed most prudent to adopt this easy method of collecting the general sense, as to the utility of the intended work. Suffice it for the present to say, the History will be continued down to the present moment, so that all the modern improvements and modes of construction will be fully treated of and exemplified by accurate draughts, accompanied by proper explanations of all apparent defects, and an examination whether such alterations as have actually been made, or are at present only theoretically proposed, are calculated to effect the hoped-for remedy.

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Should the countenance given by the public to this undertaking be equal to the sanguine expectations of the proprietor, a port folio, containing a set of large folding plates, on a new construction, will be added for the purpose of conveying, even to those totally unacquainted with the subject, a comprehensive idea of the shape and most approved form of vessels adapted to different purposes: so that upon the whole, nothing, it is hoped, will be omitted that can render this work equally attractive to the antiquarian, the historian, and the artist.

We wish Mr. Charnock every possible success, which he certainly merits. The size of the work was doubtless determined on, to give sufficient space for the plates, which, from the specimens in the prospectus before us, will be very correct and beautiful: but did Mr. Charnock recollect in adopting this size, that no class of men agree more to the truth of the old Greek proverb, that a great book is a great evil, than those to whom his labours are particularly addressed. Sailors are not sensible of any beauty in a large margin or chart. mag.; but have often wished that the sole power of printing books had been vested in the Elzivers and their descendants for ever. We think with due submission to Mr. Charnock a size might have been chosen which would have given sufficient scope to the engraver, and have been more commodious to seafaring men than a royal quarto. But perhaps the author may have rather intended the work, as a splendid ornament for the shelves of the curious and elegant collector, which it certainly will most justly deserve to become.

Mr. Charnock thus answers the objections made to his undertaking, on the ground of expence.

I have been charged with affixing a price too enormous to be complied with *. As this implies a conduct of a nature the most disgraceful to a man professing the smallest degree, not of liberality but of common honesty, it is incumbent on me to answer it in the fullest terms; this I am perfectly enabled to do, and in very few words. It is stated in the advertisement, that the expence attending the undertaking will amount to upwards of six thousand pounds: the fact I can clearly and decidedly prove, from my private accounts, to the satisfaction of any person or persons who will take the trouble of

* This is dated 1797.

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calling on me to ascertain it; and the *profits* may easily be calculated on multiplying the amount of the subscription by 750, even supposing the sale to extend to that number.

The price is certainly not too great for the importance of the undertaking, or for the value of the author's labours; in either instance, the sum of nine guineas is not exorbitant: but we fear the undertaking itself is on too extensive a scale to afford Mr. Charnock the reward which from every consideration of the work, it appears to merit.

The letter press contains an abridged account of the ancient galley. It would, as Mr. Charnock observes, be an act of injustice to form any peremptory decision on the literary merit of the work itself from this abridgment: but we think the following extract will not occasion any decision, but such as will be favourable to the wishes of the author.

Historians and others have been so extremely vague, irregular, and contradictory in the accounts they have offered us, not only as to the date of its origin but also of the particular form in which the galley was constructed, that investigation, were we to rely implicitly on them, would, if not impracticable, be at least extremely difficult. In aid of this enquiry the curious have had recourse to the very indeterminate information of coins, and such remnants of sculpture as the ravages of time, and the barbarous fury of invaders, have left to be treasured up in the cabinets of the curious. The information they afford us, though founded perhaps on the most respectable evidence now existing, is at best extremely imperfect, we may almost as well imagine the whimsical figure intended to represent a ship, which is impressed on the gold noble of Edward III. can convey to us an idea of the kind of vessels composing the fleet with which that monarch invaded France, as to suppose that of the galley, exhibited on the coins of Rome, is to be considered a perfect, or in any degree proper semblance of one.

The most probable, the most rational explanation we have ever seen, is given by a modern French author, M. L'Escalier. It solves many of those strange assertions made by the ancients of the magnitude of particular vessels, which throwing an air of fiction and romance on their descriptions, consequently induce us to doubt, if not totally discredit them. "We have for a long time (says he) treated as a kind of visionary chimera, the account of three, four, five, and even eight tiers of oars, one above the other, by which the

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curious, who are unacquainted with naval matters, wish to explain the different appellations bestowed on ancient galleys, called Triremes, Quadriremes, Quinquiremes, and Octoremes: whoever has the smallest idea of, or will give himself the least trouble to reflect on the subject, will very easily perceive the absolute impossibility of any vessel being able to carry even four rows, or ranks, of oars thus disposed. In the modern galleys, which have only one tier, and are in length equal to a ship carrying sixty-four guns, the oars, though the supporting point or rowlock is as near the water-line as possible, are forty-four feet long. Allowing a space of four feet and an half between the lower tier of row-ports, and that immediately above it, the oars of the second must, pursuing this rule, be seventy-seven feet in length, those of the third an hundred and ten, those of the fourth one hundred and forty three, &c." Where can we, as is judiciously remarked by this author, either find wood proper for the formation of these oars, or men powerful enough to use them? Even the third tier could not be managed well, were not the vessel perfectly strait, or, according to the English term, wall-sided, and the oars of the lower rank extremely short, so as to act on the surface of the water at a very small distance from the side of the vessel, in which case we must beg to remark it is very evident they could not be of any service except in a dead calm.

Snelling, in his account of the celebrated Galley built by Philopater, King of Egypt, informs us, "*Remi longiores ad puppim inserti: horum maximi cubitorum triginta octo, tractatu et remigio in usu faciles, ob plumbum ad manubium additum:* The oars, which were near the stern of the vessel, were considerably longer than those in the midships, the largest being thirty-eight cubits, or about fifty-seven feet in length: they were rendered more manageable by a quantity of lead attached to the handle." As to the Quadragintiremes, or vessels usually described as having forty ranks or tiers of oars, we cannot reconcile the report to our understandings, except by supposing them nothing more than galleys fitted with as many oars in each rank. Those who pretend to impose the former interpretation are certainly as ridiculous as an author in future ages would be, who attempted to prove, that a modern ship of war, mounting eighty guns, had as many tiers of cannon one above the other.

"Some persons who imagine they can solve this problem by supposing the oars of ancient galleys, were disposed in diagonal ranks, or, to speak more intelligibly, that the seats on which the rowers sat, resembled a flight of stairs, (the French call it *en échiquier*, like the chequers on a chess board) and that they were not, strictly speaking, one above the other, can understand nothing either of the construction of vessels, or the mode of working them. Do they recollect that the

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dart in the lower tier, or row, being placed as close to each other as is possible to be effected in any given space, allowing room to work them, it is impossible to introduce one at the intervallum, in the upper tier, or, according to the French phrase, chequer wise, without losing the advantage of that first rank, or tier: consequently nothing would be gained by this pretended discovery. A circumstance which militates still more strongly against this supposed mode of construction is, that such a distribution of the stages, or what may be called the decks of the vessel, is incompatible both with its strength, and those communications through the several parts of the hull, or body, which are absolutely necessary.

A third common solution of this perplexing enigma is scarcely more satisfactory to us, although, perhaps, less unreasonable and contradictory to some particulars which our own judgment is ready to admit the existence of. The Biremes, say the advocates for this explanation, were those vessels in which each oar was managed or worked by two men. The Triremes were galleys in which three were employed for that purpose, in the Quinquiremes five, and, to conclude, in Octoremes eight men were allotted to execute the same service. This explanation is at first sight subtle enough to induce our acquiescence in the propriety of it; but its fallacy is, nevertheless, on a closer investigation, easy to be detected.

The Galeasses, used in the present days by the Venetians, which are by no means equal in point of size to the first rate galleys of the ancients, have nine men employed in working each oar; and, as a still stronger refutation of the pretended explanation alluded to, in all the descriptions given of the latter by ancient authors, the words precisely used are, "*Remorum ordines et remigum gradus,*" words which certainly can bear no allusion to the number of men employed at each oar.

After reading the various treatises written with a view of elucidating this subject, after viewing the different designs collected with much care from the Roman antiquities for the same purpose, though they afford us in themselves nothing decidedly satisfactory, we may boast of having in some measure developed from them, if not the absolute truth, at least a reasonable system or explanation. This is a matter of no small difficulty: these learned dissertations and investigations, compiled chiefly from the labours and evidence of ancient sculptors, who attended neither to exactness nor proportion, are extremely contradictory, and, for the most part, convey to us as false an idea of the galleys of ancient times as the arms of the city of Paris, represented, in relief, on all the principal buildings of that capital, do of a modern ship of the line.

It may probably not be unentertaining, says L'Escalier, to explain this idea more fully; even should it be deemed erroneous, it will be

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some consolation to reflect it is not the first error the investigation of this subject has given birth to; and as it is merely a matter of curiosity, the mistake, if one, cannot be material.

The Uniremes, we suppose to have been those galleys or vessels which had only one row of oars extending between their masts, or, perhaps, the entire length of the vessel, like the modern feluccas of Barbary; and consequently required only one rank of rowers.

The Biremes had one tier of oars between their masts, and another abaft the main or principal mast.

The Triremes appear to have been galleys of a still more formidable description than the preceding, having one tier of oars extending between the masts, a second abaft the main-mast, and a third forward, near the prow or stem, before the fore-mast.

The Quadriremes had their oars ranged like the Triremes, with the difference of having two tiers of oars one above the other abaft the main-mast.

The Quinquiremes were also of the same description, with the addition of a second tier of oars forward.

The Octoremes had two tiers of oars in the midships, and three at the stem and stern, making in the whole eight. We cannot deny that some vessels had three entire tiers of oars; this is indeed established to have been the case from the evidence of a multitude of ancient sculptures: but we never find proof of any having been constructed with a greater number. With regard to Octoremes themselves, they were enormous floating structures, built merely for the purposes of luxury, and to gratify a ridiculous ostentation, so unfit for war, or even navigation, that they could not venture to sea without manifest danger. Of this description was the celebrated galley of Philopater: such also was that constructed by Archimedes, for Hiero, King of Syracuse, and presented to Ptolemy: and, lastly, such was that built in the reign of the emperor Claudius, which foundered, and was irrecoverably lost in the port of Ostia.

The foregoing explanation, which appears perfectly simple and conformable to reason, enlarges our idea of the marine, or naval force of the ancients, which has hitherto been very much misrepresented, or misunderstood. It is generally supposed that their ships or vessels were extremely imperfect, and ill constructed; so that moderns have little, or indeed, nothing to regret in the loss of a perfect knowledge of the principles of an art rudely practised by these renowned predecessors: this idea is, in all probability, erroneous.

Is it to be conceived that a great commercial people, such as were the Carthaginians and Phœnicians, who undoubtedly undertook long voyages, having doubled the Cape of Good Hope, as well as achieved many other feats in navigation equally bold and extraordinary, should

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not have been provided with vessels well put together, and capable of effectually resisting the impetuosity of the waves?

Can it be believed that rival nations, like Rome and Carthage, who for such a length of time, and through a series of wars, disputed the empire of the sea; or that Greece and Egypt, who have left us such evident and irrefragable proofs of their perfection and ingenuity in every other art and science, should have made no progress in that of naval architecture? Have we, because the art of navigation was imperfect, and that in consequence of the non-discovery of the compass, the ancients seldom ventured out into the open sea, any just reason to conclude their vessels were bad sailers, and difficult to be worked with promptitude and exactness? Their peculiar exigencies rendered well constructed vessels indispensibly necessary to them, for to say nothing of the qualities or requisites capable of resisting hurricanes or tempests, the neighbourhood of the coast is much more subject to be affected by sudden gusts of wind than the open sea, and the shore continually attended by shoals and shelves which are exceedingly dangerous, indeed destructive to shipping. It is an absolute certainty that the ancients adapted a number of wonderful machines to the use of their marine, the very name and form of which we have, in many instances, totally lost. The character of Archimedes, to whom the ancients were principally indebted for their mechanical discoveries and inventions, is too firmly established to render their powers, wonderful as they were, a matter even of doubt. It is a well-known fact, that the Romans transported by sea, from Egypt to Rome, obelisks, formed out of one single piece, of a length and weight so enormous that it would be impossible to put them on board any modern ship whatever. It cannot moreover be denied that, in aid of their naval wars, they had a variety of resources, and a degree of industry in expedients which have, indeed, become needless, since the discovery of gunpowder and the invention of cannon.

No author, Vegetius excepted, has afforded us any scientific information at all satisfactory relative to the ancient marine. He too wrote in a time * when the history of it was nearly lost; for it is evident to all that it does not enjoy the same advantage with other sciences, and is incapable of being transmitted, with perspicuity, to posterity, on account of that partiality of language and multitude of terms, unknown in every other branch of mechanic art which, by custom, have become indispensibly necessary in explaining this. We can nevertheless collect enough from this author to impress us with a favourable idea of their extensive knowledge and

* The reign of the emperor Valentinian, about the year 300 of the Christian æra.

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skill in it; to his evidence we cannot refuse joining the testimony of a crowd of ancient historians, and the descriptions, vague as they may in some instances be, which they afford us of the vessels of their times. These accounts, exaggerated as they certainly are in sundry respects, incontestibly prove that many of the vessels of antiquity were of dimensions infinitely larger than modern ships, of what are called the line; to say nothing of the very splendid manner in which they were decorated, which indeed is little to our present purpose to notice. To conclude, we may venture to assert, as a certain fact, that the galleys of the ancients were longer than any modern ships of war, though very narrow, and much less raised from the surface of the water, if we except the Octoremes, vessels with eight ranks, or, as some will have it, distinct tiers of oars."

Though the foregoing account is extremely ingenious, perhaps we may with justice say, the most so of any hitherto published; yet it is far from satisfactory in all points. Did not the express term of *remigum ordines*, or tiers of rowers so frequently used in ancient accounts, stand in our way, the best solution that perhaps could be given to the difficulty would be to close with the idea which has prevailed with many, that the term Trireme and Quinquireme, meant vessels of such classes as required three or five men to work each oar. This explanation, however, for the reason just given, will not bear us through to our own satisfaction, as militating in direct opposition to a particular point in the ancient description which is given us as peremptory. The Trireme and Quinquireme, but more particularly the former, occur as the most frequent class in general use; but, as has been already stated, were we to attempt establishing any certain description from the authority of Trajan's column, or any other of the most valuable remnants of antiquity, the table of dimensions would be too ridiculous for the attention or belief of a single moment.

This Prospectus contains also the following information:

The proprietors of the work thus offered to the public propose to open the way to similar undertakings, by publishing the portraits and lives of the most remarkable of that profession, which, with such unparalleled bravery, prudence, and loyalty, guards at this day that proud rank of national superiority originally founded on its splendid exertions.

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An Essay on Naval Tactics, systematical and historical, with explanatory Plates, in four Parts. By John Clerk, *Esq. of Eldin, &c. &c. Parts* 2, 3, *and* 4. P. 61, *with* 22 *Plates*, 4to. Cadell *and* Davies, *and* J. Sewell. 1797. Boards. 10s. 6d.

IN the first part* of this work, it has been established, that the intention of our enemy, the French, has constantly been to avoid bringing their ships to a close engagement: and that an admiral, commanding an opponent fleet, and being in pursuit any where from the windward quarter, may have it in his power to bring the enemy either to give him battle on equal terms, and in a close engagement, or otherwise force him to abandon a number of his ships, let him be as shy, as artful, and cautious as he will. In the second part Mr. Clerk demonstrates the practicability of forcing also an attack upon such an enemy, and with equal success, from the leeward quarter. Mr. Clerk illustrates the mode of attack from the leeward with some judicious and interesting examples, which we perused with considerable pleasure and improvement. He concludes the second part with illustrations of the perpendicular attack, or the attack at right angles.

Part the third contains an historical sketch of naval tactics, to which is prefixed the following introduction:

Since the study of naval tactics is of the greatest importance to this empire, and since the abilities and skill of British seamen, in the conduct and management of single ships, are so manifest, that nothing higher has existed in any one profession or department of life; it is therefore the more worthy of inquiry from what cause or accident it should have proceeded, that so little progress has been made, in the most important part of the subject, I mean the mode of arranging and conducting of ships, when assembled in great fleets, for the purpose of advancing to battle.

It is not, however, intended that the naval tactics of the ancients should be understood to be affected by what has been said; on the contrary, from history, we are made to believe that the conduct of their commanders, in most of their military operations at sea, was founded on principles equally applicable, and equally understood, with those which governed their military operations by land. Of this, the battles of Salamis, of Actium, &c. are examples.

* For the first part of this valuable work, see page 32 of this volume.

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That naval history, in modern times, has not been so perfect in its information, may be admitted, if it is true, that, of all the numerous engagements at sea, with the Spaniards, with the Dutch, and with the French, spirited and successful as they sometimes were, not one satisfactory plan or description has been obtained, by which even the arrangement or movement of the different fleets could be discovered, more early than that of Admiral Matthews, in 1744; nor one, from which an idea of any system, of either attack or defence, can be formed, more early than that of Admiral Byng in 1756.

From a distinction so remarkable as this, an idea has been suggested, of having naval history divided into periods, in which, by comprehending and distinguishing the particular changes of the weapons, in the shipping, or in the modes of practice, some cause, some essential error in principle, some defect in conduct, will be discovered, from whence should have originated this singular difference of information, between the naval tactics of ancient and of modern times; for it never can be imputed to the historian alone.

The history of naval tactics may therefore be divided into the following periods:

The First Period will comprehend the time in which the progressive motion of ships and fleets, advancing to battle, had continued to be dependent upon, and confined to, the propulsive power of the oar, and while the decision of the contest was intrusted to the sword, as in the sea battles of antiquity, Salamis, Actium, &c. as before mentioned; with which also may be included the battle of Lepanto in 1571.

The Second Period includes the time that sails became the necessary, and almost the only means of the progression of ships, now of greater dimensions, more unwieldy, and no longer manageable, by the exertions of the men within by oars. This period begins with the Spanish Armada, comprehends the engagements between the English and the Dutch, together with the battles of Bantry Bay, Beachy-head, La Hogue, in the last century, and of Malaga in 1719, of none of which have we been able to procure any particular plan or description, down to the year 1740.

The Third Period, then, with propriety will begin with those engagements of which we have been able to give a particular plan and description; that of Admiral Matthews in 1744, including Admiral Byng's engagement in 1756, Sir George Pocock's in 1758, together with those of the American war, from the year 1778 to 1782.

The year 1782, so much distinguished by extraordinary exertions of naval ability, at the same time that it will form the commencement of a Fourth Period in the history of naval tactics, will also give occasion to add a fourth part to this work.

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That Mr. Clerk's work will be of considerable service to the Navy of Great Britain, the commendation it has already received from some of the most distinguished officers in it, is a sufficient proof. Yet still he certainly gives too little credit to the enemy's fleet for their exertions in repelling the attack: he too much supposes them, as has been observed, to be helpless, and claims the victory. This, however, is a fault which it certainly is easier to point out, than to avoid. The judicious and able reflections he has made with such boldness and originality, demand the attention and gratitude of his Country. We trust he will continue his naval labours, as much still remains for so able a writer to elucidate. A more general account of naval actions, from the accession of the house of Hanover, with judicious commentaries upon them, is a work Mr. Clerk is fully competent to perform, and would prove very acceptable to naval men.

Part the fourth contains descriptions of sea engagements in the year 1782, chiefly from the Gazette letters, with the author's remarks on each. Sir Samuel Hood's engagement with the French fleet in the West Indies, off the island of Nevis, occupies in this part, as it deserves, considerable attention. Mr. Clerk states the facts simply as they were, and then adds,

On the part of the British will be found a plan, gallantly, but prudently formed, to attack a force superior, as three to two, which if it was not put into execution, it was because the enemy had prudently declined. Again, in consequence of a still more daring plan having been formed, immediately upon the above disappointment, we find them, in defiance of all former rules (in the face of this superior fleet, who had taken every means of obstruction, and even while they were maintaining a combat with this fleet), bringing their ships to an anchor without a possibility of being prevented. Afterwards, we find them disposed at anchor in so masterly a manner, that little loss was sustained, though two several attacks were made in the same day by an enemy, who had it in their choice to take every advantage.

Lastly, that there might be nothing wanting to establish a complete proof of British superiority, we find them keeping, without difficulty, that post which had been thought untenable, sending relief on shore, and maintaining a communication with the island for twelve days without interruption.

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During the more ancient and more heroic days of naval prowess, one fleet, at one time, might have had the good fortune to shew their valour in the attack, as those at Cadiz, at Vigo, &c.; and if another fleet, at another time, might have been so happy as to have an opportunity of exhibiting their steadiness in sustaining an attack, such as that under Blake in the Downs; but on no occasion whatever has one and the same fleet been so fortunate, as in this of Sir Samuel Hood forcing their opponents to so complete and unequivocal an acknowledgment of their superiority in both cases, whether we shall consider their courage and perseverance, or their skill in seamanship.

Naval Poetry.

Naucratia; or Naval Dominion, a Poem. *By* Henry James Pye, *Second Ed. with Additions.* G. Nicol, 1798. 80 Pages, 636 Lines. 5s.

> Atque hic undantem bello, magnumque fluentem
> Nilum, ac navali surgentes ære columnas
> Addam. VIRGIL.

We have perused this poem with much satisfaction, and can recommend it to the attention of our naval friends as a work that will afford them considerable pleasure, and instruction. It traces, in animated language, the progress of Navigation from the rude canoe, to the glorious bulwarks of Great Britain. The poem opens with the following beautiful lines:

> Ye scenes of nature, by the poet's tongue
> In every age, and every climate sung,
> Mountains, whose sides eternal forests shade,
> Vales, in the flowery robe of spring array'd,
> Seats, ever bright in warm description's lay,
> Far, far from you the venturous Muses stray!
> Sublimer objects, and terrific views,
> O'er the rough surge their daring flight pursues;
> Far from their long-lov'd Naiads while they rove,
> Far from the Dryads of each haunted grove;
> Ye sea-green guardians of old Ocean's reign,
> (Who vex with storms, or sooth his wide domain,)
> Bid each rude wave in placid silence sleep,
> And gently hail these strangers to the deep.

The address to the Mediterranean is in the true spirit of poetry;

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Hail sea, to science sacred! where we find
All that informs and dignifies mankind,
On whose fair borders and surrounding shores,
The eye each source of worth, of fame, explores.
Egypt, by plenty's liberal foison fed
From the rich wave of Nile's redundant bed;
Syria, by Freedom first, and commerce trod;
Salem, the hallow'd heritage of God;
And Greece, where ev'ry germ of genuine worth,
That shot spontaneous from her genial earth,
Luxurious harvests of perfection bore,
And pour'd the produce on each neighb'ring shore;
Till, sailing down the vast abyss of time,
Her arts still flourish thro' each various clime;
And as the glorious orb of solar day,
Darting in endless blaze its gorgeous ray,
Through space that mocks imagination's flight,
Glads distant systems with its cheering light;
So wide diffus'd o'er many a barbarous hord,
That Grecia's sages ne'er in thought explor'd,
Her genius, far as earth its limits spreads,
The intellectual beam of science sheds,
Warms the rude tribe mid Thulé's frost that roves,
And cheers the savage of th' Atlantic groves.

The character Mr. Pye has given of British seamen, is particularly deserving of praise:

'Tis not the oak whose hardy branches wave
O'er Britain's cliffs, and all her tempests brave;
'Tis not the ore her iron bowels yield,
The cordage growing on her fertile field,
That form her naval strength.—'Tis the bold race
Laughing at toil, and gay in danger's face,
Who quit with joy, when fame and glory lead,
Their richest pasture and their greenest mead,
The perils of the stormy deep to dare,
And jocund own their dearest pleasures there.
One common zeal the manly race inspires,
One common cause each ardent bosom fires,
From the bold youth whose agile limbs ascend
The giddy mast when angry winds contend,
And while the yard dips low its pointed arm,
Clings to the cord, and sings amidst the storm,
To the experienc'd chief, who knows to guide
The labouring vessel through the rolling tide;

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Or when contending squadrons fierce engage,
Directs the battle's thunder where to rage:—
All, all alike with cool unfeign'd delight
Brave the tempestuous gale, and court the fight.
Britain! with jealous industry maintain
The sacred sources of this generous train,
Daring beyond what fable sings of old,
Yet mild in conquest, and humane as bold;
Now rushing on the foe with frown severe,
Now mov'd to mercy by compassion's tear.—
Fierce as the ruthless elements they brave
When their wrong'd country calls them to the wave;
Mild as the softest breeze that fans thy isle,
When sooth'd by peace and wooing beauty's smile.
A race peculiar to thy happy coast,
But lost by folly once, for ever lost.
Ne'er from the lap of luxury and ease
Shall spring the hardy warrior of the seas—
A toilsome youth the mariner must form,
Nurs'd on the wave and cradled in the storm.

The beautiful address to the Nile, which has been added to the second edition, will come home to every heart:

Say, Nile! when loud thou heardst the battle roar—
Saw Europe rescued on thy watery shore,
Though Macedonia's warlike monarch gave
His name to walls that crown'd thy ambient wave;
Though Julius there beheld his gallies ride,
When, cleaving with his arm thy adverse tide,
From the pursuing foe he won his way,
And ow'd his safety to his naval sway;
Though there Augustus struck the final blow
That laid the proud Triumvir's empire low,
When by Canopus' shore his numerous fleet
Sunk the last wreck of Actium's fam'd defeat;
Say, did thy flood e'er bear a navy fraught
With chiefs who guided, or with men who fought,
Like those who nobly dar'd th' Egyptian main,
When godlike Nelson led Britannia's train,
On impious pride the bolt of vengeance hurl'd,
And freed from Gallic tyranny the world?
Ah, gallant heroes, in this glorious strife,
Who purchas'd deathless fame with transient life!
No tear of weakness dims your virtuous pride,
In Heaven's and Europe's cause who bravely died;

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O'er the blue wave that shrouds the illustrious dead
Her amaranthine flowers shall Glory shed;
Angelic strains shall chant your bless'd decease,
And seraphs hymn ye to the throne of peace.

Mr. Pye possesses in no inconsiderable degree the impassioned glow of Poesy, and adds, what never fails to render it doubly attractive, the tenderness of a feeling heart.

The author of THE PURSUITS OF LITERATURE, in the eighth edition of his work (February 1798), has introduced the following Note; the conclusion of which seems to have been prophetic of the late glorious action off the Nile.

"I allude to Signor Raimondi's exquisite and interesting piece of instrumental musick intended *to express* a battle. It is called a BATTLE SYMPHONY. It consists of eight different movements, in which *General* Raimondi powerfully calls on the imagination of the hearer to assist the composer. The third movement amuses and *alarms* me the most. 'It announces THE COUNCIL OF WAR, composed of EIGHT GENERALS, represented by EIGHT different INSTRUMENTS *obligati*, which at last, in their accord, in a *general cadence*, EXPRESS THEIR UNANIMOUS RESOLUTION OF GIVING BATTLE!' *Bravo Maestro!!! E Guglielmi che ti lo dice.* In this manner, Dumourier, Custine, Pichegru, Miranda, Hoche, Berthier, Angereau, and Buonaparte, have each played their *obligato* parts in Europe, as assigned them, *con furia*, by the Convention and the musical Directory of France. Europe has by no means approved of *the general cadence:* but THE CONCERT is still proceeding in all the harmony of horror, and barbarick symphony.

Rendono un alto suon, ch' a quel s'accorda
Con che i vicin *cadendo* il Nilo assorda!*

"They send forth a sound, loud and deep as the Nile, when he deafens the neighbouring shores with all his cataracts."

"But with respect to Great Britain, I hope and trust that a band of our own British Musicians will put to silence and *drown* all their *obligato* parts, on their citizen rafts and barges, by a general cadence, and A WELL EXECUTED, MASTERLY, CHORAL PERFORMANCE OF OUR OWN WATER MUSICK!"

* Ariosto, O. Furioso, L. 16.

DESCRIPTION OF PLATE III.

A DISTANT view of the entrance into the outer harbour of Brest, by Mr. Pocock, from a sketch taken by Mr. Francis Mason on board the Impetueux in 1797. A small frigate is introduced; under her top-sails, standing off and on; and in the fore-ground is a correct representation of a *chasse-marée*. The adjacent coast is exactly described.

* Brest sur la Mer is the principal place of a district in the department of Finisterre, and late province of Britanny, with one of the best harbours in France; and a safe road capable of containing 500 men of war in eight, ten, and fifteen fathoms at low water. The coast, on both sides, is well fortified. The entrance is narrow and difficult. Our ships proceed so near as clearly to discern the town, which is situated on the declivity of an hill, on the side of the port, defended by a strong castle built upon a rock. The Port is in a gulph, where the sea enters at four different parts. This is esteemed the best harbour in Europe. Vessels are always afloat in it. The chief naval magazine of France is at this place, which is esteemed the key and bulwark of the country.

The arsenal is an immense and superb building, and the dock-yard well constructed. Here is the seat of a governor, of an admiralty-board, and a municipality. Brest, and Toulon, are the great depots for the French marine. It has been asserted, that the naval stores constantly kept here are sufficient for the equipment of seventy sail of men of war, which have been frequently laid up in the harbour. In the castle there is always a strong garrison, commanded by staff officers. The naval arsenal was placed at Brest, on account of its vicinity to woods, mines of iron, and other things proper for the building of ships. It was built by Louis the Fourteenth, whose successor established a marine academy here in 1752. At the defence of Brest, the celebrated engineer, Le Marechall Vauban, eminently distinguished himself.

The Romans called Brest, *Brivates Portus*, *Gesocribate*, or *Gesobrivate*. In 1694, an unsuccessful attempt was made by this country on Brest. Our design however was previously discovered; the avenues were defended by a numerous train of artillery, and an army far superior to the invaders. In this enterprise General Tollemache was mortally wounded, and the forces obliged to retire with considerable loss. In 1744 it was entirely consumed by fire.

The castle, situated on a rock, which defends the entrance into the port, cannot be attempted on the side open to the sea, being exces-

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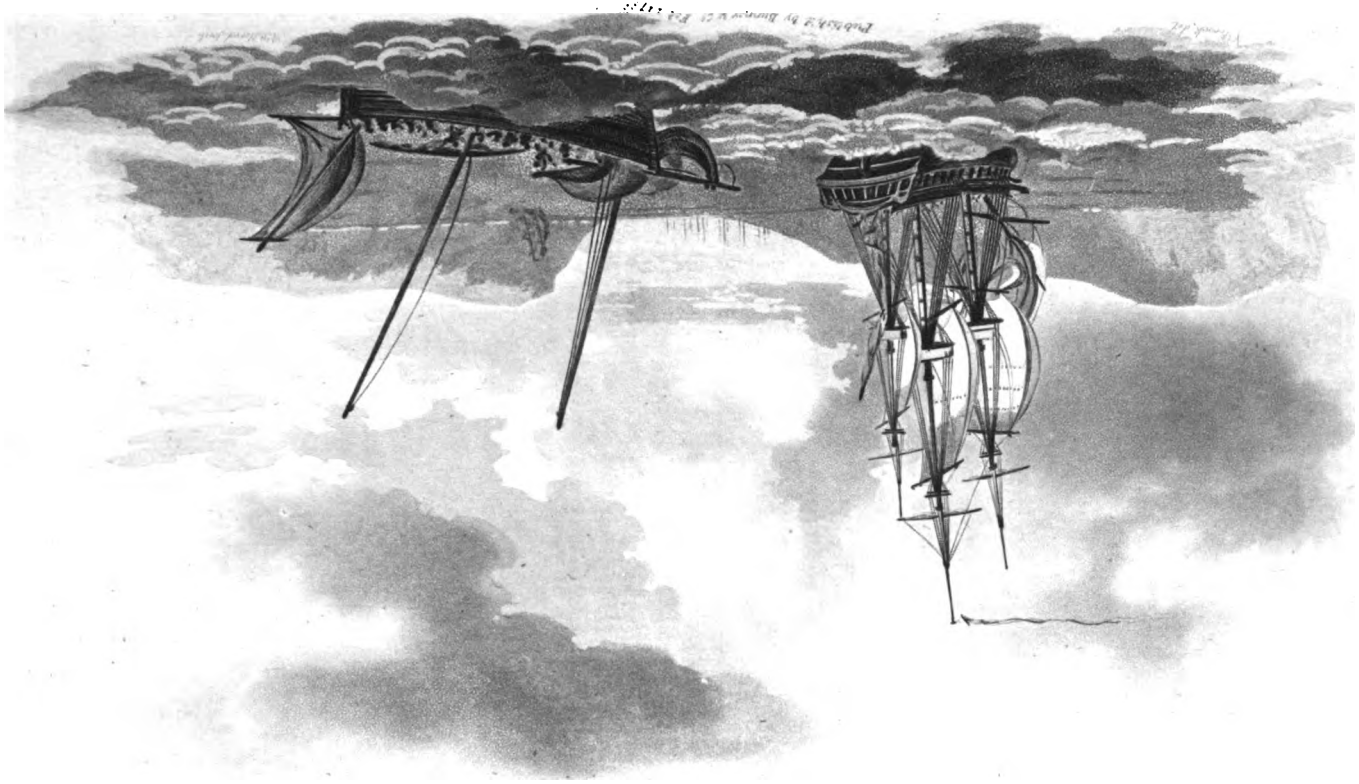

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sively craggy, and besides protected by a large ditch and fortifications. A great quay surrounds this side of the port, which is above a mile in length, and 200 paces broad, where magazines used to be kept filled with all kinds of foreign merchandize. On the other side of the port is situated the fine church of *Notre Dame*; and in a suburb, equal in extent to half the city, is a large tower opposite the castle, at the entrance of the port. There is also on this side a great quay, bordered with extensive magazines, partly within the rock, which has been cut away to enlarge the space. These reach almost as far as the lower end of the harbour, where two docks are made very commodious for the building of ships; the shops and houses of the workmen are placed around them: the rope walks are separated from the city by one of these docks. The entrance into the harbour is called the Gullet, and is a passage extremely difficult on account of the concealed rocks on each side the shore. W. long. 4° 26′. N. lat. 48° 23′.

"There is but one advantage," says Sir John Sinclair, "which France is possessed of, which Great Britain has any reason to envy or regret; namely, the fortunate position of the port of Brest, situated in a peninsula, which stretching far into the ocean is of great service to expedite the sailing of her fleets. But this advantage, even in the opinion of Frenchmen, is overbalanced by the great distance of that naval arsenal from the court and the capital. A circumstance which has ever proved a very considerable impediment to the success of her naval operations. Brest is 300 miles from Paris; Portsmouth but 73 from London. Had Brest been only 70 miles from Paris, the late fortunate excursion * of Admiral Barrington to the French coast, would not probably have turned out so successful."

The shore as you approach Brest from Ushant is dreadful and threatening. Black rocks, continued at intervals, as if placed by nature to defend the coast, give it a peculiar grandeur. Sometimes, in an opening, you behold the striking contrast of meadow lands extending to the very verge of the ocean; at others the gloomy turrets of St. Matthieu, or St. Bertheaume, engage the attention. It is interesting to observe the confidence which the French fishing boats, and small craft, place in the liberal conduct of our seamen; they continue their occupation without the least dread of receiving any injury, and contemplate the near approach of the British flag without dismay: well knowing, from experience, the principle which actuates all its operations,—

Parcere subjectis, et debellare superbos.

* Written in 1782.

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PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

Account of a new invented Pump Capstan, for the easier working of Ships' Pumps.

THE chain pump, generally used in the Navy, is exposed to several accidents by the nature of its construction, and a consideration of its known inconveniences has given rise to the invention of several others.

Considerable improvements were made on the naval chain pump by Mr. Cole, under the direction of Captain Bentinck. The chain of this machine appears to have been first applied to the pump by Mr. Mylne, to exhaust the water from the caissons at Blackfriars Bridge. It was thence transferred to the marine by Captain Bentinck, after having received some material additions to answer that service. Since which time many have given their attention to this subject; but the pumps on Mr. Noble's construction were deemed the best.

Though it was a considerable excellence in all these improvements, that pumps thus constructed, discharged a much greater quantity of water, with an inferior number of men; yet still the difficulty which officers experience in obliging the men to return to the pumps of leaky ships, makes every invention desirable, that tends, in the awful moment of danger, to alleviate the fatigue of the crew, or to lessen the number of hands required.

Lieutenant Harriott, the inventor and patentee of the Pump Capstan, sent a description of it to the Lords of the Admiralty, who paid it the most direct and honourable attention, by ordering their proper officers to survey, prove, and report. The report being favourable, an experiment was directed to be made, by orders from the Commissioners of the Navy.

Lieutenant Harriott, having received directions, fixed two of his pumps, with his double lever handle only, on board of the Janus frigate, to be tried against pumps of Mr. Noble's construction. A fairer conducted trial never was seen, highly to the honour of the officers of Deptford yard, who superintended it, and the parties concerned. The men, to work the pumps, were taken from the King's yard, equally unknown to either party, four men to each. A cistern, that held five tons of water, was filled by each alternately. Four men at Mr. Noble's filled the cistern exactly in ten minutes. The water being returned from the cistern into the ship's pump well, four men with Mr. Harriott's pumps filled the same cistern in seven minutes and twenty

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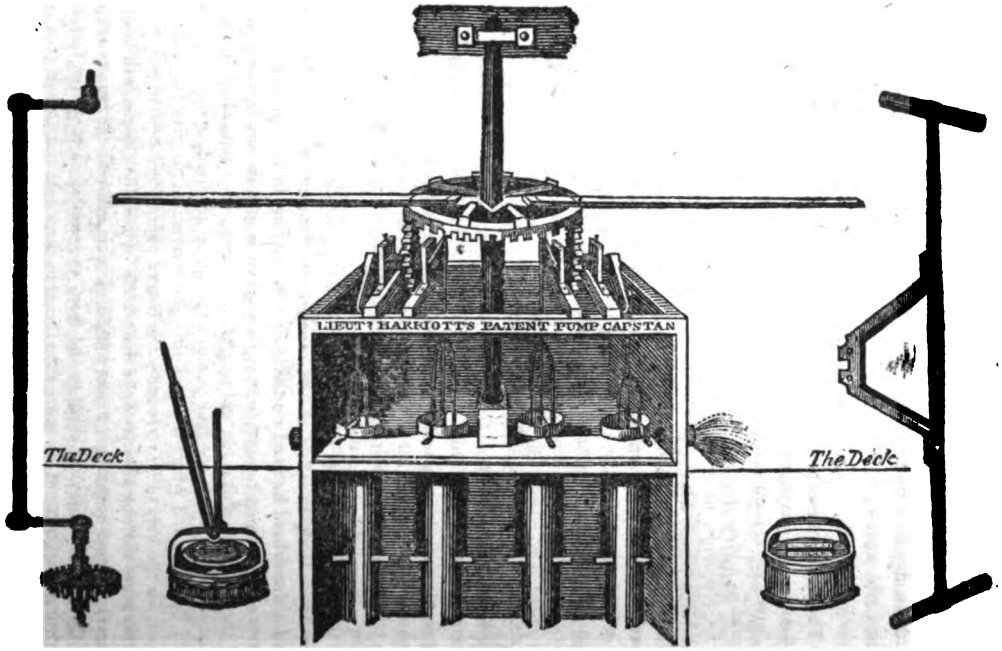

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seconds of time; beating Mr. Noble's more than a quarter part, which is a considerable superiority: and must be considered of consequence to the naval and commercial interests of Great Britain.

In exhibiting the powers of the pump capstan before General Bentham and other gentlemen, who surveyed by orders from the Lords of the Admiralty, four men pumped up more than 500 gallons of water in two minutes; yet the quantum is not so much as the power of duration without fatigue. Sixteen men are capable of working four twelve inch pumps, to their full discharge, for half an hour, with but little weariness.

EXPLANATION OF THE INVENTION.

The print represents the pump capstan as working of four pumps. The cog wheel of four feet diameter (which having sockets on the top for bars to ship in, gives it the form and power of the capstan), is fixed on an iron shaft that works in a brass step at the bottom of the cistern, and is secured at the top by brass couplings, or other fastenings. Underneath this wheel are two strong solid iron pinion wheels, of one foot diameter, each of which (fastened on an axle that works in bearing braces) works two pumps, by means of cranks at each end of the axle, where the pump-bucket rods are secured to ship and unship by bolts, &c. The cranks being in opposite directions, the bucket of one pump is raising the water while the other is fetching, thereby keeping one continual stream; and when the four pumps are at work, the constant weight to be raised is so equally divided by quartering the motion, viz. one up, one half up, one down, and the other half down, that the exertion necessary to work them is likewise equal, and no particular strain required. The applied force of the man comes chiefly from the strongest part of his frame, and his own weight, by leaning on the bar, assists the purchase, while it relieves himself. It is well known that a man, either at the lever or winch, loses half his power and time to retrieve which, double the exertion is necessary the other half, and that exertion is confined to his arms and loins.

When the pumps are wanted to be worked on one deck, and the capstan on the deck above, the shaft of the capstan must be continued through the deck, and a drum-head be fixed on the shaft: by adding to this the other requisite parts of a common capstan, it may be worked as such for the ordinary business of the vessel, as well as for working of the pumps, either separately or together. The cistern in which the four pumps and capstan are fixed, is no more than six feet by two; and where it is not thought convenient to give room abaft the mast, for the bars to move round; the cistern pumps, and capstan may be fixed either close abaft or abreast of the main-mast, where the capstan will work the pumps to equal advantage, by men standing at as many of the bars as are clear of the mast, and moving them to and from the ends of eight or ten feet bars; forming a segment of no more than three, to three feet and an half of a circle, for the men to shove and pull alternately;—being only a moderate stretch of their arms, yet sufficient to obtain a stroke of twelve inches from each pump. The ease with which men can work at the capstan bar, to that of any other lever, is so well known to seafaring people in particular; that, joined to so long a purchase, as an eight or ten feet capstan bar, it will not appear extraordinary that men should be able to take half an hour's spell at a capstan bar, with much less fatigue, than they can ten minutes at any other lever, if they are to produce as great a discharge of water each minute.

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The simplicity and strength of the principle is conspicuous at first sight; and the very little room the pumps occupy must be a great recommendation to merchant ships, as well as the Royal Navy. For large ships, Mr. Harriott's pump capstan to work four pumps exceeds his own double lever handle, as much as the latter does the present best hand pumps. For the accommodation of the smallest vessels in the merchant service, Mr. Harriott can fix two small pumps of four or six inch bores, to work with his double lever, in so small a compass as two feet six inches by one foot six; together with a small pump capstan capable of working such pumps when necessary. The said capstan is made to ship and unship with little trouble, and may be stowed away until wanted.

At a capstan bar, the sailor can work without injury, or soreness; and, after an hour's rest, would be ready to return to the same duty. Three sets of men might keep the pumps at constant work for a month together; every man having sixteen hours, out of the twenty-four, for rest and refreshment. Many on the doctor's list, in case of imminent danger, could by this means give their assistance.

Every part of the machinery is easily understood, readily adjusted, and equal in strength to a two horse power. To guard against any possible accident that may affect its working as a capstan, the pumps may still be as readily, and more advantageously worked with a lever. To the right of the engraving is the double handled lever, which, being applied and fastened to the axle, works two of the pumps, independent of the capstan. On the left hand is shewn a winch handle, that might be applied to work the capstan wheel without the bars. Two pumps to work with a double lever handle only, independent of the capstan, may be fixed on board the smallest merchant ship to the greatest advantage.

A complete model of the pump capstan has been lately exhibited before the Elder Brothers of the Trinity House, who gave it their strongest approbation: declaring they had never seen an improvement of so much consequence to shipping, that carried such immediate and full conviction of its utility.

Mr. More, and several gentlemen at the Society for the Encouragement of Arts, &c. have seen the model, and given their private approbation; but being under a patent, they cannot take public notice of it.

As this invention is likely to prove of such utility and safety to our Navy, and has already received commendation from many who were judges of its mechanic powers, and application, we hope it will obtain due encouragement. For the information of those who are fond of examining the progress of science and invention, we add, that this machine may be seen at No. 4, Great Garden Street, Whitechapel.

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ACCOUNT OF THE

ENGAGEMENT OFF THE NILE,

BY A FRENCH OFFICER.

The following very curious and original Paper was communicated to us from the most respectable authority. It was written in French on board the Alexander, on her passage to Naples, by Monsieur C—z, Adjutant-general to Admiral Blanquett.

THE 1st of August 1798, wind W. N. W. light breezes and fair weather, the second division of the fleet sent a party of men on shore to dig wells, every ship in the fleet sent twenty-five men to protect the workmen from the continual attacks of the Bedouins and vagabonds of the country. At two o'clock P. M. the Heureux made the signal for twelve sail W. S. W. which we could easily distinguish from the mast heads to be ships of war. The signal was then made for all the boats, workmen, and guards to repair on board their ships, which was only obeyed by a small number. At three o'clock the admiral, not having any doubt but that the ships in sight were the enemy, ordered the hammocks to be stowed for action, and directed L'Alert and Ruillier brigs of war to reconnoitre the enemy, which we soon perceived were steering for Bequier Bay, under a crowd of canvass, but without observing any order of sailing. At four o'clock, we saw over the fort of Aboukir two ships * apparently waiting to join the squadron: without doubt they had been sent to look into the port of Alexandria. We likewise saw a brig with the twelve ships, so that they were now fourteen sail of the line and a brig.—L'Alert then began to put the admiral's orders into execution, viz. "To stand towards the enemy until nearly within gun-shot, and then to manœuvre and endeavour to draw them towards the outer shoal lying off the island," but the English admiral, without doubt, had experienced pilots on board, as he did not pay any attention to the brig's tract, but allowed her to go away, hauling well round all the dangers. At this time a small boat dispatched from Alexandria to Rosetta, voluntarily bore down to the English brig, which took possession of her, notwithstanding the repeated efforts of L'Alert to prevent it, by firing a great many shot at the boat. At five o'clock the enemy came to the wind in succession; this manœuvre convinced us that they intended attacking us that evening. The admiral got the top-gallant yards across, but soon after made the signal that he intended engaging the enemy at anchor. After this signal each ship *ought* to

* Alexander, Swiftsure.

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have sent a stream cable to the ship astern of her, and to have made a hawser fast to the cable about twenty fathoms in the water, and passed the opposite side to that intended as a spring; *this was not generally executed.* Orders were then given to let go another bower anchor, and the broadsides of the ships were brought to bear upon the enemy, having the ships heads S. E. from the island of Bequier, forming a line about 1300 fathoms N. W. and S. E. distant from each other eighty fathoms, and with an anchor out S. S. E. At a quarter past five, one of the enemy's ships * that was steering to get to windward of the headmost of the line ran on the reef E. N. E. of the island †; she had immediate assistance from the brig, and got afloat in the morning. The battery on the island opened a fire on the enemy, and their shells fell ahead of the second ship in the line. At half past five the headmost ships of our line, being within gun-shot of the English, the admiral made the signal to engage, which was not obeyed till the enemy was within pistol shot and just doubling us. The action then became very warm; the Conquerant began to fire, then Le Guerrier, Le Spartiate, L'Aquilon, Le Peuple Souverain, and Le Franklin At six o'clock the Serieuse frigate and the Hercule bomb cut their cables, and got under weigh to avoid the enemy's fire:—they got on shore; the Serieuse caught fire and had part of her masts burnt. The Artimise was obliged to get under way, and likewise got on shore. The two frigates sent their ships companies on board the different line of battle ships. The sloops of war, two bombs, and several transports that were with the fleet were more successful, as they got under weigh and reached the anchorage under the protection of the fort of Aboukir. All the van were attacked on both sides by the enemy, who ranged close along our line. They had each an anchor out a stern, which facilitated their motions, and enabled them to place themselves in the most advantageous position at a quarter past six. The Franklin opened her fire upon the enemy from the starboard side; at three quarters past six she was engaged on both sides. The L'Orient at this time began firing from her starboard guns, and at seven the Tonnant opened her fire. All the ships from the Guerrier to the Tonnant were now engaged against a superior force; this only redoubled the ardour of the French who kept up a very heavy fire. At eight o'clock at night the ship ‡ which was engaging the L'Orient on the starboard quarter, notwithstanding her advantageous position, was dismasted, and so roughly treated that she cut her cables and drove farther from the line. This event gave the Franklin hopes that L'Orient would now be able to assist her, by attacking one of the ships opposed to her,

* Culloden. † See Plate II. No. 1. ‡ Bellerophon.

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but at this very moment the two ships* that had been observed astern of the fleet, and were quite fresh, steered right for the centre; one of them anchored on L'Orient's starboard bow, and the other cut the line astern of L'Orient, and anchored on her larboard quarter. The action in this place then became extremely warm. Admiral de Brueys, who had at this time been slightly wounded in the head and arm, very soon received a shot in the belly, which almost cut him in two. He desired not to be carried below, but to be left to die on deck. He only lived a quarter of an hour. Rear Admiral Blanquett, as well as his aid de camp, were unacquainted with this melancholy event until the action was nearly over. Admiral Blanquett received a severe wound in the face which knocked him down; he was carried off the deck senseless. At a quarter past eight o'clock the Peuple Souverain drove to leeward of the line, and anchored a cable's length abreast of L'Orient; it was not known what unfortunate event occasioned this. The vacant place she made placed the Franklin in a more unfortunate position, and it became very critical from the manœuvre of one of the enemy's fresh ships †, which had been to the assistance of the ship on shore: she anchored athwart the Franklin's bows, and commenced a very heavy raking fire. Notwithstanding the dreadful situation of the ships in the centre, they continually kept up a very heavy fire. At half past eight o'clock the action was general from the Guerrier to the Mercure. The Admiral de Bruey's death, and the severe wounds of Admiral Blanquett, must have deeply affected the people who fought under them, but it added to their ardor for revenge, and the action continued on both sides with great obstinacy. At nine o'clock the ships in the van slackened their fire, and soon after totally ceased, and with infinite sorrow we supposed they had surrendered. They were dismasted very soon after the action began, and so much damaged that it is to be presumed that they could not hold out any longer against an enemy so superior by an advantageous position in placing several ships against one. At a quarter past nine o'clock the L'Orient caught fire in the cabin; it soon afterwards broke out upon the poop; every effort was made to extinguish it, but without effect, and very soon it was so considerable that there was no hopes of saving the ship. At half past nine, Citoyen Gillet, Capitaine de Pavillon of the Franklin, was very severely wounded, and was carried off deck. At three quarters past nine, the arm chest filled with musquet cartridges blew up, and set fire to several places in the poop and quarter deck, but was fortunately extinguished. Her situation however was still very desperate; surrounded by enemies, and only 80 fathoms to windward of L'Orient entirely on fire. There could not be any other

* Alexander, Swiftsure. † Leander.

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expectation than falling a prey either to the enemy or flames. At ten o'clock the main and mizen masts fell, and all the guns on the main deck were dismounted. At half past ten the Tonnant cut her cables to avoid the fire of the L'Orient. The English ship that was on L'Orient's larboard quarter, so soon as she had done firing at her, brought her broadside upon the Tonnant's bow, and kept up a very heavy raking fire. The Heureux and Mercure conceived that they ought likewise to cut their cables. This manœuvre created so much confusion amongst the rear ships, that they fired into each other, and did considerable damage. The Tonnant anchored ahead of the Guillaume Tell. The Genereux and Timoleon, the other two ships, got on shore. The ship that engaged the Tonnant on her bow, cut her cables; all her rigging and sails were cut to pieces, and she drove down and anchored astern of the English ship, that had been engaging the Heureux and Mercure before they changed their position. Those of the etat major and ship's company of the L'Orient who had escaped death, convinced of the impossibility of extinguishing the fire, which had got down on the middle gun-deck, endeavoured to save themselves. Rear Admiral Ganteaine saved himself in a boat, and went on board of the Salamine, and from thence to Aboukir and Alexandria. The Adjutant General Motard, although badly wounded, swam to the ship * nearest L'Orient, which proved to be English. Commodore Casabianca, and his son only ten years old, who during the action gave proofs of bravery and intelligence far above his age, were not so fortunate: they were in the water, upon the wreck of L'Orient's masts not being able to swim, seeking each other until three quarters past ten, when the ship blew up, and put an end to their hopes and fears. The explosion was dreadful, and spread the fire all around to a considerable distance. The Franklin's decks were covered with red hot seams, pieces of timber, and rope on fire. She was on fire but luckily got it under. Immediately after the tremendous explosion the action ceased every where, and was succeeded by the most profound silence. The sky was darkened by clouds of black smoke which seemed to threaten the destruction of the two fleets. It was a quarter of an hour before the ships crews recovered from the kind of stupor they were thrown into. Towards eleven o'clock the Franklin, anxious to preserve the trust confided to her, recommenced the action with a few of her lower deck guns. All the rest were dismounted; two thirds of his ship's company were killed and wounded; and those who remained most fatigued. She was surrounded by enemy's ships, who mowed down the men every broadside. At half past eleven o'clock, having only three lower deck

* Alexander.

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guns that could defend the honour of the flag, it became necessary to put an end to so disproportioned a struggle, and Citoyen Martinet, captain of a frigate, ordered the colours to be struck.

The action in the rear of the fleet was very trifling, until three quarters past eleven o'clock, when it became very warm. Three of the enemy's ships were engaging them, and two were very near. The Tonnant, already badly treated, who was nearest the ships engaged, returned a very brisk fire. About three o'clock in the morning she was dismasted and obliged to cut her cables a second time; and not having any more anchors left, she drove on shore. The Guillaume Tell, Le Genereux, and the Timoleon, shifted their births, and anchored further down, out of gun-shot; these vessels were not much damaged. At half past three o'clock the action ceased throughout the line. Early in the morning the frigate La Justice got under weigh, and made several small tacks to keep near the Guillaume Tell, and at nine o'clock anchored; an English ship having got under weigh, and making short tacks to prevent her getting away. At six o'clock two English ships * joined those which had been engaging the rear, and began firing on the Heureux and Mercure, which were aground: the former soon struck, and the latter followed the example, as they could not bring their broadsides to bear upon the enemy. At half past seven the ship's crew of L'Artemise frigate, quitted her and set her on fire: at eight o'clock she blew up. The enemy without doubt had received great damage in their masts and yards, as they did not get under weigh to attack the remains of the French fleet. The French flag was flying on board four ships of the line and two frigates †. This division made the most of their time, and at three quarters past eleven, Le Guillaume Tell, Le Genereux, La Diane, and La Justice were under weigh and formed in line of battle. The English ship ‡ that was under sail stood towards her fleet, fearing that she might be cut off: but two other enemy's ships § were immediately under weigh to assist her. At noon the Timoleon, which probably was not in a state to put to sea, steered right for the shore under her foresail; and as soon as she struck the ground her foremast fell. The French division joined the enemy's ships, which ranged along their line on opposite tacks, within pistol shot, and received their broadsides, which it returned: they then each continued their route. The division was in sight at sun-set. Nothing remarkable passed during the night of the 2d. The 3d of August in the morning, the French colours were fly-

* Theseus and Goliath.
† Timoleon, Tonnant, Genereux, Guillaume Tell, Justice, Diane,
‡ Zealous.
§ Audacious, Leander.

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ing in the Tonnant and Timoleon. The English admiral sent a flag of truce to the former to know if she had struck; and upon being answered in the negative, he directed two ships* to go against her. When they got within gun-shot of her she struck, it being impossible to defend her any longer. The Timoleon was aground too near in for any ship to approach her. In the night of the second they sent the greatest part of their ship's company on shore; and at noon the next day they quitted her, and set her on fire.

Thus ends the journal of the 1st, 2d, and 3d days of August, which will ever be remembered with the deepest sorrow by those Frenchmen who possess good hearts, and by all those true republicans who have survived this melancholy disaster.

* Theseus and Leander.

DESCRIPTION OF PLATE IV.

A VIEW of the Prizes taken by Lord Howe, from the French, on the 1st of June 1794, at anchor at Spithead, under jury masts, in the exact state they arrived, from the original sketch by Mr. Pocock. The ships are all correct portraits.

NAMES OF THE PRIZES.

a Impetueux,	*dd* Sans Pareille,
b L'Amerique,	*e* Le Juste,
c L'Achille,	*f* Le Northumberland.

The Queen Charlotte, Lord Howe's flag ship, is nearly in the centre of the fleet.

The plate in our first number, which described Lord Howe's manner of passing the French line on the 29th of May, has not in general been clearly understood, by persons unacquainted with the sea, though much commended by our naval friends. It gives a correct and faithful representation, and we believe the only one extant, of that gallant manœuvre, not drawn from imagination, but faithfully and correctly copied from the sketches and minutes of officers in the action. The Queen Charlotte, and Bellerophon are exact portraits.

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ON THE PRINCIPAL NAVAL VICTORIES OF THE PRESENT WAR.

SO ARE THEY ALL!—ALL HONOURABLE MEN.

THE public, amid the feverish agitation of such repeated and glorious victories, appear to have formed an incorrect, and confined idea, of this subject of National Exultation. In an anxious eagerness, to commemorate with gratitude, what has been performed by naval valour, a too rapid glance has been taken of those heroic actions, which justly demand every attention. All in their consequences, and at the different periods in which they were achieved, have equal claims upon this country; and let it be remembered, that the accomplishment of each, in its order, has put the nation in a condition to attain the one in succession.

LORD HOOD'S VICTORY.

When the horrid transactions of the 10th of August, and the 2d of September at Paris, had overturned the French constitution; and its government was sustained alone by the terrors of the guillotine; the inhabitants of Toulon, joining with Admiral Turgot, proposed a negociation with the English Admiral Lord Hood, who then commanded a fleet in the Mediterranean, to take possession of the town, and shipping, in the name of Louis XVII. (1793). Great advantages, were eventually obtained, by the temporary cession of Toulon to his Lordship. As long as it could possibly be held, he kept this important check on the enemy; and in keeping possession of it, maintained the honour of the British name. When Marseilles had broken her federal engagements, and Lyons had submitted to the republican arms; his Lordship, on retiring from a place that was no longer tenable, gave the first wound to the Naval force of the enemy. Fifteen ships of the line, with many frigates, and smaller vessels, were destroyed; an immense quantity of naval stores, consumed; and three ships of the line, with many frigates, increased the strength of the British fleet. A descent on the enemy's coast, or a victory by sea, would hardly have given such an irretrievable blow to the ambitious projects of the nation that styles itself *great*.

After leaving Toulon, the British admiral cruised for some time off Hieres Bay; and, early in the month of February, proceeded for Corsica.

The continued, and successful exertions of Lord Hood at this island, though attempted to be tinged by the violence of party, are such as seamen will remember with joy and exultation. Lord Hood, and the gallant crews who served under him, experienced incredible hardships and unusual fatigue: and thus at length obtained possession of a post, which the old government of France thought of such im-

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portance, that in 1768, considerable efforts were made for its reduction.

Thus the first wound, which the republican hydra received in the present war, was given by Lord Hood. The subsequent designs of the French have shewn, that this loss, which they so early received in the Mediterranean, and which they have never since been able to repair; had a very favourable influence, on the future operations of the British fleets.

EARL HOWE'S VICTORY.

The life which we have given of this nobleman, in our last number, already contains our sentiments on this event: we shall only here add, that at this period, France, proud of her feats on land, regarded her marine with equal confidence: she had chosen men to command her ships of a determined spirit, staunch republicans, and such enthusiasts in her cause, as to take an oath never to strike the national colours. Such were the men with whom at that time Lord Howe had to contend. After a glorious action on the 29th of May 1794, on the 1st of June, the French fleet, "with their accustomed resolution," as his Lordship expressed himself formed the line, and waited the attack of the British fleet. In two hours the event was decided; thirteen out of twenty-six line of-battle ships, composing the enemy's fleet, were dismasted, and seven were taken. This defeat they have not forgotten; it was a wound inflicted on their national vanity, which they never will forgive.

ADMIRAL HOTHAM'S VICTORY.

Admiral Hotham, while in Leghorn road, receiving intelligence, on the 8th of March 1795, that the French fleet had been seen off the Isle of St. Marguerite, and this intelligence, corresponding with a signal made from the Moselle, then in the offing, for a fleet in the north-west quarter; the admiral immediately ordered the British fleet to unmoor, and the following morning put to sea. The two squadrons did not come in sight of each other, until the 13th. The English force consisted of fourteen ships of the line, and three frigates; the French of fifteen ships of the line, and an equal number of frigates with the British. The action ended in the French abandoning the Ca-ira of 80 guns, and the Censeur of 74. Thus was an addition of glory gained to our naval power, and the series of success preserved unbroken, to cheer the future exertions of our gallant seamen.

LORD BRIDPORT'S VICTORY.

A principal action of the present war, subsequent to the glorious 1st of June, was that achieved by the grand fleet, under the command of Lord Bridport, on the 23d of June 1795, off Port L'Orient. At

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the dawn of day on the 22d, the Nymph and Astrea, being the look out frigates of the British squadron, made the signal for an enemy's fleet. As they shewed no intention of giving him battle, Lord Bridport made the * signal for four of the best sailing vessels to chase; which continued all that day, and during the night, with very little wind. The action began a little before six the next morning. So near the coast, and that one of the most tremendous, was the British fleet, that the pilot on board the Royal George refused to proceed any farther: upon which Lord Bridport took charge of the ship himself. The British squadron was also close in with some batteries, and in the face of a strong naval port. Lord Bridport had fourteen sail of the line opposed to twelve of the enemy, and two razés of fifty-six guns. Five English frigates to eleven of the French. His Lordship, after a well-fought and glorious action, captured Le Formidable of 74 guns; Le Tigre of 80 guns; and the Alexander of 74 guns.

ADMIRAL SIR JOHN JERVIS'S VICTORY.

During the year 1797, the war between Great Britain and France, was almost exclusively confined to naval operations; in which the skill and activity of British seamen were eminently conspicuous. Their spirit was considerably animated by such a succession of victory; but the enemies of Great Britain were also greatly increased. The Spaniards forgetting their real interests, and suffering themselves to be affected by the predominating influence and desolating power of France, contributed to fan that destructive fire, which had so long threatened the constituted authorities of every kingdom. This country was threatened on all sides with invasion; and the Brest fleet only waited to form a junction with that of Spain, consisting of twenty-seven sail of the line, eight of which were of 112 guns, that it might disgorge a legion of rapacious madmen, on whatever shore appeared to promise the surest means of continuing the dreadful tragedy they had so long acted. To prevent a junction seemed to every one impossible; and to engage such numbers dangerous: the crisis was pregnant with the most serious consequences to Great Britain. Yet under all these gloomy prospects, Sir John Jervis, alive to the situation of his country, and the honour of the British name, to the astonishment of both fleets, formed a resolution, on viewing the enemy, of that decisive nature, which great minds are alone capable of performing.

The British fleet amounted only to fifteen sail of the line, four frigates, a sloop of war, and a cutter. Yet its admiral had the glory

* The signal was afterwards made for a general chace, and to engage the enemy as arriving up with them.

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of capturing on the 14th of February the Salvator del Mundo, the San Josef of 112 guns; the San Nicholas of 84; and the San Isidro of 74. The remainder of the Spanish fleet took shelter in Cadiz, where they have ever since been blocked up by their conqueror.

ADMIRAL DUNCAN'S VICTORY.

Admiral Duncan had to encounter the fleet of a nation which had ever disputed the pre-eminence of the sea with Great Britain; a resolute and formidable people. Alarms for the safety of this country had increased with the confederacy formed to effect its ruin; preparations of the most serious nature only waited opportunity. We had to work a dangerous coast, in the worst season of the year, and the nearest to our own shores, for an attack. A most alarming mutiny, whose seeds had been sown in the very vitals of the state, grew up with a strange luxuriancy, where it was least expected. The two admirals' ships were alone free from the contagion, and were left unsupported, for a time, before an enemy's principal port. After a blockade of near five months, our fleet was obliged to quit the Texel; but to the great credit of the naval department, and the unprecedented exertions of the admirals and captains, this fleet was at sea in forty-eight hours; and that of our ancient rival defeated on the 11th of October close to his own shores, with the loss of nine sail of the line, out of fifteen, and three admirals taken.

The great merit of Admiral Duncan, consisted in running his fleet between the enemy and a lee-shore; and in the judgment he shewed, by closing the contest in proper time, and by extricating his fleet and prizes from the difficult situation in which they were placed. The discoveries made by the leaders of the rebellion in Ireland, clearly point out the blessed consequences which have arisen from the defeat of the Dutch fleet, and the fatal ones, that might have taken place had it escaped.

REAR ADM. SIR HORATIO NELSON'S VICTORY.

The powers of Europe long contemplated with unusual anxiety, the meeting of two fleets which was likely to form the most important crisiss of the war. The paroxism, whilst it lasted, was dreadful; the silence that for a time prevailed was portentous: the event was glorious: and the manner, in which that event was related, will reflect glory on the name of the noble admiral, when the public agitation of joy, for his success on the 1st of August, shall have subsided into silent gratitude.

The mind is lost in contemplating the destruction of a fleet, whose commander conceived his position to bid defiance to twice our numbers. It may with justice be added, that the four quarters of the globe will feel the blessings of this splendid victory.

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SIR J. B. WARREN'S VICTORY,

On the 12th of October, forms a glorious close to the above sketch of naval success during the present war. The actions of particular ships, and the captures made by detached squadrons, will occupy no inconsiderable space, on the more extensive page of naval history. The safety of Ireland is confirmed, by this last defeat, which the French have experienced. The Mediterranean, since the taking of Minorca by the squadron under the command of Commodore Duckworth, is laid open to the British flag; and will prove a most valuable acquisition to this country. The southern and eastern coast of Great Britain at length remains in perfect security, and will long continue to do so, whilst the unsubdued spirit and patient watchings of Lord Bridport protect the Channel, and the diligent exertions of Lord Duncan's successor continue proof against the dreary station of the North Seas.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

The following particulars relative to some Free Schools at *Hull*, for teaching reading, writing, arithmetic, and navigation, to the apprentice boys and poor seamen of that place, may possibly be of some use to your work, and encourage similar institutions; and I hope some of your correspondents will favour you with an account of them. I am, Sir, your humble servant,

G. VALON.

The schools at Hull are supported by the voluntary subscription of merchants, owners, captains of ships, &c. Subscribers paying one guinea, may send two scholars at once; those who pay less, but one. The schools are visited weekly by captains of ships, who are of the greatest service to the teachers, in checking the boys for any misbehaviour, they having great authority over them. Two of the subscribers are appointed treasurers to receive subscriptions, and pay the masters after the following rate.—Sixpence a week for each scholar, and three-halfpence for pens, ink, and candles. The writing-desks being double, one candle serves for four persons. The treasurers find account books, copy books, spelling books, bibles, coals, &c. At the commencement of the winter, each of the masters are paid for twenty scholars, though they may not have so many; when they exceed that number, they are paid after the same rate for every one above it. The number was confined to thirty, but last winter they had fifty in each school. At that time they had only two schools, but a third was opened at Christmas, and the scholars were then drafted to the number of forty into each school; which number they have at present. The schools opened in November and close in March. The hours of instruction begin at six o'clock, in the evening, and end at nine. On Saturday they quit at eight o'clock. to give them time to prepare for a decent appearance at church on Sunday; in the evening of which, a clergyman regularly attends to instruct them in the church catechism, and the principles of the Christian religion. The treasurers at the same time call over the names of the scholars, in order to ascertain the number which each master has under his care.

N. B. The general price for teaching navigation at Hull is two guineas for each person.

We are much obliged to Mr. Valon for this communication; we wish so excellent an institution every success, and hope from our friends to receive accounts of similar institutions.

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MONTHLY REGISTER OF NAVAL EVENTS.

FOR THE PRECEDING MONTH.

NAVAL PROMOTIONS.

THE FOLLOWING COMMANDERS WERE MADE POST.

	Seniority.		*Seniority.*
Phillip Gidley King	5th December 1798	Hon. C. Herbert Pierrepoint	24th December 1798
Robert Honeyman	10th ditto	Joseph Nisbet	
Richard Retallick		Thomas Bowen	
John William Taylor Dixon	24th December	Thomas Stephenson	
George Clarke		Hugh Downman	26th December
Bartholomew James		Hon. Thomas Bladen Capel	27th ditto
Robert Lewis Fitzgerald		William Hanwell	29th ditto

THE FOLLOWING LIEUTENANTS WERE MADE COMMANDERS.

	Seniority.		*Seniority*
William Heste	3d December 1798	George Mundy	24th December 1798
Augustus Brine	6th ditto	Barrington Dacres	
William Moore	24th ditto	Thomas James Maling	
Richard Dalling Dunn		Right Hon. Lord W. Stewart	
George Jones		Henry Garrett	27th ditto

THE FOLLOWING MIDSHIPMEN WERE MADE LIEUTENANTS.

	Seniority.		*Seniority.*
Joseph Cockram	4th December 1798	Joseph Blyth	17th December 1798
John James Rorie	4th ditto	William Somerville	
John Copinger	5th ditto	Robert Turner	
William Henry Worwood	8th ditto	John Fullarton	
William Bridgeman	10th ditto	Lewis Blaquiere	18th ditto
William Glanvill	11th ditto	George Campion	25th ditto
Joseph Barnby	13th ditto	John Francis Wharton	26th ditto
John Weeks	14th ditto	Edward Augustus Down	26th ditto
William Gibson	24th ditto		

Gazette Letters.

ADMIRALTY-OFFICE, DEC. 25.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 22d inst.

INCLOSED is a copy of a letter from Captain Keats, of his Majesty's ship the Boadicea, to Vice Admiral Sir Alan Gardner, Bart. which is transmitted to you for their Lordship's information. I have the honour to be, &c.

BRIDPORT.

SIR, *Boadicea, at Sea, Dec. 19.*

I have the honour to inform you, that a ship privateer, named the Invincible Buonaparte, mounting 20 guns, (12 and 18 pounders), with a crew of 170 men of various nations, quite new, sixteen days from Bourdeaux, and never having made any capture, was this day taken by his Majesty's ship Boadicea.

I have the honour to be, &c. R. G. KEATS.

Copy of another Letter from the Right Hon Lord Bridport, K. B. to Evan Nepean, Esq. dated the 21st inst.

SIR,

Enclosed is a copy of a letter from the Hon. Arthur Kaye Legge, Captain of his Majesty's ship Cambrian, to me, together with another copy of a letter to Sir Harry Neale, Bart. Captain of his Majesty's ship St. Fiorenzo, which are transmitted to you for their Lordships' information.

I have the honour to be, &c. BRIDPORT.

MY LORD, *Cambrian, at Sea, Dec 8.*

Enclosed I have transmitted to your Lordship a copy of my letter, of this day's date, to Sir Harry Neale, Bart. Captain of his Majesty's ship St. Fiorenzo.

I am, Sir, &c. A. K. LEGGE.

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SIR, *Cambrian, at Sea, Dec. 8.*

I have to inform you, that I have this morning captured Le Cantabre, a French brig privateer, of 14 guns and sixty men. She is three days from Bayonne, quite new, on her first cruise, and a very fine vessel.

I am, Sir, &c. A. K. LEGGE.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated Dec. 23.

SIR,

Enclosed are copies of two letters from the Hon. Captain Stopford, of his Majesty's ship Phaeton, and the Hon Captain Legge, of his Majesty's ship Cambrian, which are transmitted to you for their Lordships' information.

I have the honour to be, &c. BRIDPORT.

MY LORD, *Phaeton, at Sea, Dec. 6.*

I have the honour to inform your Lordship, that this day his Majesty's ship under my command, in company with the Stag, captured a French brig privateer, called La Resource, carrying 10 guns and sixty-six men, two days out from La Rochelle, bound on a cruise upon the coast of Africa.

I have the honour to be, &c. R. T. STOPFORD.

MY LORD, *Cambrian, at Sea, Dec 12.*

I have the honour inform you, that this morning, at one o'clock, we recaptured the Dorothea, a Danish brig, from Amsterdam, bound to Tangiers, laden with bale goods. She had been taken on the 9th instant, by the Russe, a French brig privateer from Bayonne, in lat. 42 degrees, 30 minutes, North.

Copy of a Letter from Rear Admiral Harvey, Commander in Chief of his Majesty's Ships at the Leeward Islands, to Evan Nepean, Esq dated on board the Prince of Wales, Fort Royal Bay, Martinique, Sept. 8, 1798.

SIR,

I have to acquaint you, for the information of their Lordships, that since my letter to you of the 10th February last, the ships and vessels of his Majesty's squadron under my command have recaptured six British and sixteen American vessels of different denominations, bound to and from these islands, and have also detained twenty vessels under neutral colours, on suspicion of having enemy's property on board. I have the honour to be, &c.

HENRY HARVEY.

Copy of another Letter from Rear Admiral Harvey, to Evan Nepean, Esq. dated on board the Prince of Wales, Fort Royal Bay, Martinique, Sept. 8.

SIR,

I am to acquaint you, for the information of their Lordships, that since my letter to you of the 8th ult. his Majesty's ships Concorde and Lapwing have captured the undermentioned French privateers (schooners) belonging to Guadaloupe:

La Buonaparte, of 8 guns and 72 men.
L'Amazone, of 10 guns and 80 men.
La Sauveur, of 4 guns and 21 men.
La Fortune, of 2 guns and 21 men.

And the Lapwing captured, on the 12th ult. the Invariable schooner letter of marque, of four guns and 24 men, laden with dry goods from St. Bartholomew's, bound to Guadaloupe. I have the honour to be, &c.

HENRY HARVEY.

Copy of another Letter from Rear Admiral Harvey to Mr. Nepean, dated Oct. 22.

SIR,

You will be pleased to acquaint their Lordships, that since my letter to you of the 8th ult. three French privateers belonging to Guadaloupe have been captured and sent to this island by his Majesty's ships under my command, as undermentioned:

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By the Bittern, Sept. 8th, off Marigalante, Le 10 Aout brig, of 12 guns and 50 men; she had been cruising on the American coast, where she had taken three American vessels, and one Dane, and was returning to Guadaloupe.

By the Matilda, the 5th instant, off the N. E. end of Antigua, L'Intrepid brig, of 14 guns and 74 men; had been out three days from Guadaloupe, without making any captures.

By the Pearl, the 14th instant, off the east end of Antigua, the Scévola sloop, of 10 guns and 73 men, had been out two days, and taken nothing.

And the Pearl, a few days previous to the last capture, likewise destroyed a small French privateer row boat, under Dominica.

I have the honour to be, &c. HENRY HARVEY.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the Blue, and Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated Le Souveraine, Gibraltar, Nov. 27, 1798.

Herewith you will receive the copy of a letter from Rear Admiral Lord Nelson, inclosing one from Captain Ball, of his Majesty's ship Alexander, with the capitulation of the island of Goza.

MY LORD, *Vanguard, at Sea, Nov. 1.*

I have the honour to transmit you a letter received from Captain Ball, dated October 30, together with the capitulation of the castle of Goza, and a list of ordnance, &c. found in it; the prisoners are now embarked in the Vanguard and Minotaur till I can get a vessel to send them to France. Captain Ball, with three sail of the line, a frigate, and fireship, is entrusted with the blockade of Malta, in which are two sail of the line and three frigates ready for sea; and from the experience I have had of Captain Ball's zeal, activity, and ability, I have no doubt but that in due time I shall have the honour of sending you a good account of the French in the town of Valetti. I am, &c.

HORATIO NELSON.

SIR, *Alexander, off Malta, Oct. 30.*

I have the honour to acquaint you, that the commandant of the French troops in the castle of Goza, signed the capitulation the 28th instant, which you had approved. I ordered Captain Cresswell, of the marines, to take possession of it in the name of his Britannic Majesty, and his Majesty's colours were hoisted. The next day the place was delivered up in form to the deputies of the island, his Sicilian Majesty's colours hoisted, and he acknowledged their lawful sovereign.

I embarked yesterday all the French officers and men who were on the island of Goza, amounting to near 217.

I enclose the articles of capitulation, and an inventory of the arms and ammunition found in the castle, part of which I directed to be sent to the assistance of the Maltese, who are in arms against the French. There were 3200 sacks of corn in the castle, which will be great relief to the inhabitants, who are much in want of that article. I have the honour to be, &c.

ALEX. JOHN BALL.

Articles of Capitulation between Alexander John Ball, Esq. Captain of his Britannic Majesty's Ship Alexander, appointed to conduct the Blockade of Malta, under Rear Admiral Sir Horatio Nelson, K. B. on the Part of Great Britain, and Lieutenant Colonel Lochey, Adj. de Batt. Commander of the French Troops in the Castle of Goza.

I. The French troops shall march out of the castle of Goza with the honours of war, and shall lay down their arms as they get out of the gate.

II The castle of Goza, with all the military implements and stores, shall be delivered up to the British officer appointed to take charge of them.

III. The French officers and troops shall be protected in their persons and effects, and the officers allowed to retain their side arms, they shall be embarked immediately on board his Britannic Majesty's ships, and sent to France in transports, at the expence of the French government. They are not to serve against his Britannic Majesty, or his allies, during the war, until regularly exchanged.

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Rear-Admiral Sir Horatio Nelson, K. B. has entered into articles with the inhabitants of Goza, that if the French surrender to the British, they shall be considered as under their protection, and they will not offer them the smallest insult or molestation.

Signed the 28th of October 1798.

ALEXANDER JOHN BALL, Captain of his Britannic Majesty's Ship Alexander.

LOCHEY, Adj. de Battalion.

Approved—HORATIO NELSON.

Extract of Articles found in the Castle of Gozo, the 28th of October 1798.

50 barrels of powder. 9000 ball cartridges 1000 musquet cartridges without ball. 1700 flints. 38 eighteen pound cartridges filled. 140 twelve pound ditto. 450 six pound ditto. 268 four pound ditto. 25 three pound ditto. 88 two pound ditto. 18 eighteen pounder guns, good, and 200 shot. 2 twelve-pounder guns, good, and 900 shot. 4 six pounder guns, good, and 2985 shot. 400 hand grenades filled. 90 pikes, and 90 halberts. 3200 sacks of corn.

N. B. No small arms, except those laid down by the French troops.

ADMIRALTY-OFFICE, DEC. 29.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 24th inst.

SIR,

ENCLOSED is a copy of a letter written from Sir Harry Neale, Bart. captain of his Majesty's ship St. Fiorenzo, which I transmit to you for their Lordships' information. I have the honour to be, Sir, &c. BRIDPORT.

MY LORD, *St. Fiorenzo, at Sea, Dec. 13.*

I have the honour to inform your Lordship, that the St. Fiorenzo and Triton captured, on the 11th and 12th instant, the vessels named in the margin, which are sent to Plymouth. I have the honour to be, &c. H. NEALE.

St. Joseph, Spanish privateer, mounting four long brass six-pounders, complement 64 men.

La Rusée, French brig, coppered, just off the stocks, and in every other respect fit for his Majesty's service, mounting 14 four-pounders, complement 60 men.

Recaptured, the George brig of London, from Bristol bound to Lisbon, loaded with coals, copper, and bottles.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the Blue, and Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated Gibraltar, Dec. 3, 1799.

SIR,

Lieutenant Boger, during his temporary command of his Majesty's sloop El Corso, has given good earnest of what may be expected of him when promoted; my letter of the 23d ult. gave an account of his capturing the Adolphe French privateer, which had done much mischief in the Gut, and the inclosed relates his having taken another small one, name unknown. I am, Sir, &c.

ST. VINCENT.

MY LORD, *El Corso, Rosia Bay, Dec. 2.*

I have the honour to acquaint your Lordship that I yesterday afternoon chased a French privateer on shore, about three leagues to the eastward of Cape Malabar, and, with the assistance of the Espoir's boats, was enabled to bring her off; on boarding, we found that the crew had deserted her: she mounts two carriage guns, two swivels, and several small arms.

I have the honour to be, &c. C. BOGER.

ADMIRALTY OFFICE, JAN. 8.

Copy of a Letter from Sir Edward Pellew, Bart. Captain of his Majesty's Ship Indefatigable, to Evan Nepean, Esq. dated at Sea the 2d instant.

SIR,

HAVING an opportunity of forwarding a duplicate of my letter and return to Sir Alan Gardner, by the recaptured ship Asphalon, which proceeds to Fal-

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mouth, whilst the Indefatigable proceeds to join the Vice Admiral off Brest. I send this for their Lordships' information, and remain, Sir, &c.

EDWARD PELLEW.

SIR, *Indefatigable, at Sea, Jan. 1.*

I have the pleasure to inform you, that at dawn of day yesterday morning, Ushant bearing N. E. five leagues, we captured the French ship privateer La Minerve, carrying 16 guns, and 140 men, 28 days from St. Malo. She was laying to, waiting to proceed into Brest, and took this ship for her prize, the Asphalon, of Newcastle, from Halifax bound to London, laden with sugar, coffee, and tobacco; which ship we chased all day, and this morning had the satisfaction to retake off the rocks of Albrevrac.

I have the honour to inclose a list of vessels captured by the privateer during her cruise. I have the honour to be, &c.

EDWARD PELLEW.

List of Vessels captured by La Minerve French Ship Privateer, of St. Malo, between the 11th and 31st of December 1798.

Martinus, a Bremen brig, from Lisbon bound to Bremen, with sugar, coffee, and hides.

Tagus, Portuguese brig, from Lisbon, bound to Bristol, with lemons and oranges.

Minerva, English snow, from Providence to London, with sugar, coffee, and cotton.

Ann and Dorothea, Danish schooner, (captured under the name of Beata Maria,) from St. Thomas, bound to Hamburgh, with cocoa and cotton, retaken by his Majesty's ship Indefatigable.

Asphalon, ship of Newcastle, John Edgar master, from Halifax bound to London, with sugar, coffee, tobacco, &c. &c. retaken by his Majesty's ship Indefatigable.

ADMIRALTY-OFFICE, JAN. 12.

Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated the 7th instant.

SIR,

ENCLOSED is a copy of a letter from Captain Griffith of his Majesty's ship Triton, which I transmit to you for their Lordships' information.

I have the honour to be, &c. BRIDPORT.

MY LORD, *Triton, Cawsand Bay, Jan. 5.*

Agreeable to the orders which I have received from Sir Harry Neale, I have returned to Cawsand Bay in the Triton. A few days ago, after I parted company with the St. Fiorenzo, I captured a French privateer brig of 14 guns and 64 men, just come out of Corunna, and was bound on a cruise off the Western Islands; she is new off the stocks, coppered, and sails well: this, with the two brigs I captured in company with Sir Harry Neale, is the amount of our success. I have the honour to be, &c. EDW. GRIFFITH.

Extract of a Letter from Admiral Sir Peter Parker, Bart. Commander in Chief of his Majesty's Ships and Vessels at Portsmouth, to Evan Nepean, Esq. dated the 11th instant,

Enclosed is a letter which I have received from Lieutenant Shepheard, commander of his Majesty's cutter the Pigmy, giving an account of his having captured, on the 8th instant, La Rancune, French cutter privateer, and retaken two brigs laden with bar iron, which had been taken by the said privateer.

SIR, *Pigmy Cutter, Portland Roads, Jan. 9.*

I have the honour to acquaint you, that yesterday noon, Durlstone-Head bearing N. W. two miles, I observed a cutter and two brigs off St. Aldan's, standing to the southward, and immediately gave chace. At forty minutes past one came up, and retook the brig Lark, Francis Artis master, from Cardiff to London, laden with bar iron; and the brig Dion, Esdras Best master, from Cardiff to London, laden with the same. Continued the chace, and at four captured the French cutter privateer, La Rancune, commanded by Ant. Fran. Vic. Jos. Pampeville, manned with 21 men, and carrying two swivel guns, small arms, &c. From Cherbourg 26 hours; had made no other capture than the two brigs beforementioned, which she had taken that morning.

I have the honour to be, &c. W. SHEPHEARD.

[*To be continued regularly.*]

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PLYMOUTH REPORT,
FROM DECEMBER 24 TO JANUARY 23.

Dec. 24. ARRIVED the ship Mariner, Captain Chivers, from London, bound to Nevis, laden with horses and various merchandize. On the 6th instant, when in the Bay of Biscay, during a violent gale of wind, a tremendous sea struck her on the quarter, which threw her on her beam ends, carried away her mizen mast, and washed every thing off the deck, together with the whole watch, consisting of seven men, two only of whom were able to regain the ship; the other five poor fellows, after a long time using every exertion among the floating wreck to save themselves, perished in the sea. The ship lay on her beam ends many hours, and eight of the horses were drowned in the hold, before she was again on her bottom. The Venus, of 32 guns, Captain Graves, fell in with the Mariner off the Start, and conducted her into this port.

27. Last night, about ten o'clock, Humphrey Glynn, an officer of the customs, belonging to a boat stationed at Cawsand, within this port, whilst in the execution of his duty, was shot by a party of smugglers, and died instantly: the boat in which he was killed was commanded by Mr. Ambrose Bowden, who, together with the deceased, and three other officers, fell in with a very large smuggling cutter, about three miles south-west of Penlee Point, lying at anchor, and just going to put her cargo into boats then alongside her, for the purpose of landing it at Cawsand. When Mr. Bowden got within hail of the smugglers, he gave them to understand what the boat was, upon which they immediately fired point blank into her, and repeated the fire many times, the second or third of which struck the deceased, and carried away the whole front of his head, when he dropped and expired immediately. The fire was returned from the boat, and was kept up so gallantly, that the smugglers cut their cable and put to sea, without effecting the landing of the cargo.

Dock, 27. Came into harbour his Majesty's ship San Fiorenzo, 40 guns, Sir H. B. Neale. Docked his Majesty's ship La Nereide, 36 guns. Sailed his Majesty's ship Haarlem, 64 guns, Captain Burlton, for Cork.

29. This morning arrived his Majesty's ship Spitfire, of 20 guns, Captain Seymour, from a cruise, and brought in the Sybille, of Dartmouth, Captain Jeremiah Cruso, bound from Dartmouth to Guernsey, laden with bullocks and sheep, for the troops on that island: she was captured the 25th instant off the Start, by the Vigilant French schooner privateer, and retaken on the coast of France the 27th following by the Spitfire: as the Sybille was returning to the English coast, they discovered the same schooner off the Start, but escaped by steering to Plymouth.

The Spitfire has also brought in a French national transport of about 400 tons burthen, mounted with 14 guns, called Le Wilding, bound from Abrevrac to Brest, under the protection of La Leverette gun vessel, which she captured the 28th instant; the gun vessel had parted company, or she would have shared the fate of the transport; she was formerly an English ship in the West India trade, called the Wilding, and had been captured by the French: she has on board firewood, for the use of the French navy, and is manned with seamen from three line of battle ships.

Dock, 29. Yesterday morning sailed the Fisgard, of 48 guns, Captain T. B. Martin, on a cruise. Undocked the Arab, of 18 guns. Docked La Nereide, of 36 guns; and the Havick, of 18 guns, Captain Bartholomew. Sailed the Fearless gun brig, Lieutenant Manderson, with two navy transports, for Scilly, to bring away the stores, &c. saved from the wreck of the Colossus, of 74 guns.

30. Sailed for Cork, his Majesty's ship Shannon, 32 guns, Captain A. Frazer. Also his Majesty's ship Latona, of 38 guns, Captain Sotheron, to refit. Sailed on a cruise, his Majesty's ships Phœbe, of 36 guns, Captain Barlow; and La Nymphe, of 36 guns, Captain P. Frazer. Also his Majesty's schooner Spider, of 14 guns, Lieutenant Harrison.

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Jan. 3. Orders were received at Plymouth, for paying off the *Orion*, Captain Sir James Saumarez, who has been in that ship, with his brave crew, five years, during which they were in three great actions; on the 1st of June with Lord Howe; on the 14th of February, with Lord St. Vincent; and on the 1st of August, with Lord Nelson; in which last battle Captain Saumarez was wounded, but is now perfectly recovered.

6. Yesterday we had a grand sale of prizes and prize goods taken by his Majesty's ships. A great number of respectable merchants from London, Bristol, and Exeter, attended, and the different vessels and stores sold remarkably well, even to a very extravagant rate, in the opinion of good judges; but the wide field of commerce being opened in the Mediterranean, the merchants are aware of the great lucrative advantages from that source, and are purchasing every ship and vessel calculated for that trade. We hear Lord Nelson's prizes do not leave Lisbon until the spring. A gentleman who left that place not long since, and was on board of them, declares, that their sides from shot holes resembled a honeycomb. The carnage had been dreadful, and the stench was still very offensive. They are all fine men of war, but not to be compared with our seventy-fours of the same class.

Dock, 6. Arrived his Majesty's ship Druid, 32 guns, Captain Apthorp, from Portsmouth. Sailed his Majesty's ship Stag, 32 guns, Captain Yorke, from Spithead. Also his Majesty's sloop La Raileur, 18 guns, Captain Raynor, for Jersey. Likewise the King George cutter, 12 guns, Lieutenant Rains, on a cruise; and Lady Jane cutter, 8 guns, William Bryer master, with dispatches for Sir A. Gardner, off Ushant. His Majesty's ship Alfred, 74 guns, is to be immediately fitted for a temporary hospital ship. His Majesty's ship Terrible, 74 guns, Sir R. Pickerton, is taken into dock. Also his Majesty's gun brigs Force, 12 guns, Lieutenant Tokeley, and Attack, 12 guns, Lieutenant Hinton.

9. Arrived the Impromptu French brig privateer, of 14 brass guns, taken by his Majesty's ship Triton, of 32 guns, Captain Gore; she is commanded by Captain Lanelong, belongs to Bourdeaux, is quite new, on her first cruise, and is a very handsome vessel; Druid, of 32 guns, from the eastward, and Cambrian, of 44 guns, Captain Legge, from a cruise. Sailed the Galatea, of 32 guns, Captain Byng, for Cork; the Melpomene, of 44 guns, Captain Sir C. Hamilton, on a cruise; the Venus of 32 guns, Captain Graves, for the eastward; the Stag, of 32 guns, Captain Yorke; and the Triton, of 32 guns, Captain Gore, for Portsmouth, with French prisoners.

Dock, 13. Sailed on a cruise his Majesty's ship Boadicea, 38 guns, Captain Keats. Also his Majesty's hired cutter, William Pitt, 16 guns, Lieutenant Haswell, with dispatches for Earl St. Vincent; and his Majesty's hired cutter, Stag, 14 guns, with a convoy for the Downs. Arrived his Majesty's cutter, Viper, 14 guns, Lieutenant Pengelly. Went out of Hamoaze into Cawsand Bay, his Majesty's brig Sylph, of 18 guns.

14. Sailed the Sylph, of 18 guns, Captain White, on a cruise. Arrived the Providence, of Poole, laden with fish and oil, from Newfoundland, bound to Poole; she had been taken by a French privateer, and was retaken by his Majesty's ship La Nymphe, of 36 guns, Captain Fraser. The Jenny, Captain Lory, from Waterford; and the Eagle Excise cutter, Captain Adams, from a cruise: the Eagle brought in the Morning Star and Charming Sally, two smuggling vessels, laden with spirits from Guernsey. This morning arrived the American ship Hiram, of and from Castine in America, Captain Samuel Witney, laden with lumber, bound to Liverpool. She was captured the 4th instant, in lat. 49 deg. 30 min. long 21. by La Vengeance French privateer of 22 guns, of Bayonne, and recaptured about three hours after by his Majesty's ship Clyde, of 32 guns, Captain Cunningham.

Dock, 16. Arrived the Bellona, 74 guns, Captain Wilson, Ramilies, 74 guns, Captain Inman; and Megæra, 16 guns, Captain White, from Torbay.

Arrived the Revolutionaire, 44 guns, Captain Twysden, from Ireland; also the Clyde, 38 guns, Captain Cunningham, from a cruise, with a French brig privateer, 16 guns, and a French schooner privateer, 14 guns.

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19. Arrived the Pisgard, of 44 guns, Captain T. B. Martin, from a cruise; also, the Maria, of Exeter, Captain Tickle, and the Chelmer, of Malden, Captain Stone, both from Oporto, laden with wine and fruit, for this port and Exeter. They sailed from Oporto the 1st instant, in company with seventy-five sail, under convoy of the Endymion, of 44 guns, Captain Sir T. Williams, and left the fleet, all well, last Friday evening, with a fair wind for the Channel, so that ere this they must have passed the Sound to the eastward. Last night a great number of French prisoners broke from their confinement at the Mill Prison, by means of a hole which they dug under the wall at the west end of the building, and effected their escape; very few of them are yet taken; but as the wind is unfavourable for their getting away in shipping or boats, the greater part, if not the whole, will no doubt find their way back to the prison again.

Deal, 22. Arrived his Majesty's ship Indefatigable, 44 guns, Sir Edward Pellew, from a cruise. We are informed that when she last looked into Brest, there were fifteen sail of the line to appearance ready for sea. Sailed his Majesty's schooner Spider, 14 guns, Lieutenant Harrison, and Plymouth lugger, 16 guns, Lieutenant Elliot, with a convoy, to the eastward.

Undocked his Majesty's brig Le Venturer, 16 guns, and his Majesty's gun brigs Assault, 12 guns, Lieutenant Horton; and Hecate, 12 guns, Lieutenant Hinton. Went out of harbour his Majesty's ships Anson, 44 guns, Captain Durham; and Ethalion, 38 guns, Captain Countess.

PORTSMOUTH REPORT,

FROM DECEMBER 29 TO JANUARY 20.

Dec. 30. SAILED his Majesty's ship Diomede, of 50 guns, Capt. Elphinstone, for the East Indies, with the Carnatic and Taunton Castle Indiamen under her convoy. Arrived the Latona frigate from Lisbon with convoy.

Jan. 3. Sailed this day the outward-bound West India ships, under convoy of the Hydra, Captain Sir F. Laforey; Penelope, Captain Paget, and Echo, Captain Hammond. Gen. Trigge sailed in the Hydra, to take a command in the West Indies. Lord Hugh Seymour is gone passenger in the Penelope to Madeira.

8. Arrived the Venus frigate from Newfoundland.

13. Arrived at Spithead the Triton, from Plymouth; and the Turner passed by with a convoy for the River; the Experiment and Blonde, from Guernsey; the Hyæna, Inconstant, and Thames, from Marcou.

14. This day arrived the Boadicea and Druid frigates from Plymouth, the latter with French prisoners; the Hornet sloop, and Camilla brig, from before Havre-de-Grace; the Atalanta armed brig from Marcou; and the Fly sloop from Guernsey.

15 The following ships now lying at Spithead are ready for sea, viz.

	Guns.	*Commanders.*		*Guns.*	*Commanders.*
Queen Charlotte	100	Ad Thompson. Capt. Irwin.	Phaeton	40	Hon. Capt. Stopford.
Royal William	98	Adm. Parker. Capt. Pickmore.	La Seine	40	Capt. Milne.
St. George	98	Capt. Holloway.	Thames	32	Lukin.
Atlas	98	Squire.	Blonde	32	Dobree.
Sans Pareil	84	Atkins.	Stag	32	Yorke.
Dragon	74	Campbell.	Success	32	Wilkinson
Captain	74	Bowen.	Hyæna	28	Boyle.
Defiance	74	Jones.	Atalanta	18	Griffiths.
Triumph	74	Essington.	Alecto	14	Garrett.
Superb	74	Sutton.	Cameleon	18	Stiles.
Dictator	64	Hardy.	Venus	32	Graves.
Experiment	44	Saville.	Liberty	16	Starck.
Latona	40	Sotheron.	Explosion Fire Ship		Butt.

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16. Arrived this day Sir Alan Gardner, in the Royal Sovereign, with the Glory, Neptune, Pompey, Impetueux, and Magnificent. Arrived his Majesty's ship Arethusa, of 38 guns, Captain Wolley; she has been on shore on the coast of France, in consequence of which she makes so much water that she immediately came into the harbour. This day arrived the Van Tromp man of war, with the Abey transport, from Cork; they have on board six hundred and twenty French prisoners.

17. Sailed this day the following ships, under the command of Vice-Admiral Thompson, on a cruise off Brest, viz. Queen Charlotte, 100 guns, Vice-Admiral Thompson, and Captain J. Irvin; St. George, 98 guns, Captain J. Holliday; Sanspareil, 80 guns, Captain D. Atkins; Superb, 74 guns, Captain J. Sutton; Dragon, 74 guns, Captain G. Campbell; Defiance, 74 guns, Captain T. Jones; Captain, 74 guns, Captain G. Bowen; Triumph, 74 guns, Captain W. Essington.

Arrived the Mercury frigate, Captain Rogers, from a cruise; with the Danish brig Resolution, from Venice to Hamburgh, which she detained some days since in the Channel.

20. Friday night the Triumph, in going out of St. Helen's, missing stays, ran foul of the Neptune, and received considerable damage: she went aground on the Hawse, but was got off yesterday.—Admiral Thompson's squadron remains at St. Helen's.—The Adventure, of 44 guns, in coming in yesterday, from the West Indies, got aground on the Middle Bank, opposite the Queen's Battery, and was got off this morning, without having received any material damage.—Yesterday arrived the Gaiete, from Guernsey.

FALMOUTH, *Jan.* 4. Yesterday was sent in, by his Majesty's ship Indefatigable, Sir Edward Pellew, the French privateer, La Minerve, Captain J. H. d'Auginot, of 16 guns, and 125 men, from St. Maloes, had been out 34 days. During her cruise, she captured the ship Minerva, Captain Ross, from New Providence to London; the Telemachus, Portuguese brig, from Lisbon to Bristol, retaken and sent into Plymouth; the Ann and Dorothy, Danish schooner, from St. Thomas to Altona; the Asphalon, Captain Edgar, from Halifax to London, with coffee and sugar, said to be worth 60,000l. the two latter are retaken, and sent in by the Indefatigable. This privateer engaged, on the 28th of December, a letter of marque from Liverpool, which beat her off, after an engagement of an hour and an half: the privateer had eighteen men wounded, and the vessel much shattered.

HARWICH, *Jan.* 6. On Friday last four sail of Russian ships of the line passed this place from Yarmouth to the Nore; and the same day the Driver sloop of war, Captain Dunbar, arrived from the Downs, and remains with the following ships and vessels that are stationed and refitting at this port:

Braakel	54	Capt. Walker.	Furious gun vessel	Lieut.	Corsellis.
Pylades	18	—— Mackenzie.	Blazer ditto	——	Burgess.
Inspector	16	—— Lock.	Asp ditto	——	Ferrieres.
Martin	16		Hasty ditto	——	Charlton.
Jalouse	18	—— Temple.	Biter ditto	——	De Vitre.
Speedwell	14		Piercer ditto	——	Elliott.

12. We regret to state the total loss of his Majesty's frigate Apollo, of 38 guns, Captain Halkett, a few days since, on the coast of Holland. Intelligence of this unfortunate event was yesterday received from Yarmouth, with the consolatory addition, however, that a part of the crew had arrived at that port, and that great hopes were entertained that not a single man had perished.

Captain Halkett was tried by a Court Martial on board the Monmouth man of war at Yarmouth, on Tuesday, for the loss of the Apollo frigate on the Dutch coast, and honourably acquitted; but the pilot is broke, and rendered incapable of ever serving his Majesty any more in the Navy.

In consequence of some late instructions from the Admiralty Board, an addition of a frigate, two sloops, and a cutter, have been made to the convoy from the Mouth of the Thames at the Nore to the North, independent of the men of war and hired armed ships that have for some time been employed on that station.

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Engagement between the WOOLVERINE *Gun Vessel of* 14 *Guns and* 70 *Men, and two French Luggers, one of* 16 *Guns and the other of* 14, *having on board* 140 *Men each.*

We are happy in being able to add the following particulars, as they cannot fail to place the name of Captain Mortlock high in the list of those brave Officers who, in the course of the present War, have raised the character of the British Navy to an unprecedented height.

The Woolverine sailed from the Downs on the 3d of January, on a cruise off the coast of France. Being off Boulogne, she discovered two luggers, and as it was then a thick fog, she was of course close to them before they saw one another. Captain Mortlock immediately made them to be French, and his first care was to get them brought to action, as he knew that if they supposed his to be a ship of war, they would make off. He therefore put the Woolverine's head towards them, and hoisted Dutch colours. They immediately bore down and came within hail. Being hailed by them, Captain Mortlock answered, he was from Plymouth for Copenhagen, reserving his fire till they should come abreast of him. One of the luggers was close upon the starboard quarter, and he caught her bowsprit between the mizen chains and the side of the Woolverine, having his main and mizen topsails shivered. He kept her in this situation ready to wear. At this moment the action commenced with musquetry and great guns (the Woolverine hoisting English colours) and was warmly contested for near two hours. Captain Mortlock now lashed the bowsprit of the vessel on board of him to his mizen chains, as he began to entertain the hope of being able to take both vessels.

The other lugger meanwhile shot a-head, and got on the larboard bow of the Woolverine, running on board of her. In this position she was boarded by the enemy three different times from both vessels, but every Frenchman engaged in these attempts was killed.—At one time the crew of the lugger on the larboard bow made so strong an attempt, that it required the assistance of almost every man in the Woolverine to repulse them. At the same moment an equally desperate effort was made by the other lugger on the quarter, and many Frenchmen were actually on board the Woolverine, but were killed by the gallantry and exertion of Captain Mortlock, and his brave officers and men. One Frenchman in particular was seen to cheer his men, and beat them with the flat of his sword. This man himself got on the top of the little roundhouse of the Woolverine, and gave three cheers to encourage the others to follow him. He was supposed to be captain of the French vessel. Captain Mortlock ran up to him to dispute with him the possession of his post. The Frenchman presented a pistol to Captain Mortlock's face, which fortunately missed fire. He again cocked his pistol, but seemed in a moment struck with a panic, and Captain Mortlock plunged his half pike into his body before he could fire, and he fell overboard. The Frenchmen now threw some leather bags into the windows of the Woolverine's cabin, the contents of which immediately set her on fire, with an explosion as if the magazine had blown up. The whole crew were obliged to leave the enemy for the purpose of extinguishing the flames, and in the mean time both vessels got clear of the Woolverine, and made off with all sail set, and as they out-sailed her they got away. While they were going off one of them fired a shot at the Woolverine, which unfortunately struck Captain Mortlock, and gave him his death wound. He had before this been wounded in three different places, but not so badly as to induce him to quit the deck. He was first wounded in one of his fingers—a spent ball, which had passed through a hammock, hit him on the breast, and occasioned him a considerable degree of pain, and he was again wounded in the hip by a splinter. His last wound was a very bad one, his arm being much shattered, and the flesh torn from his side.

It is to be regretted that this gallant young man has not lived to reap the fruits of his bravery. His friends, however, have the consolation of thinking he has died nobly, and his merits must entitle his memory to the respect of his Country.

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The Woolverine is the gun-vessel fitted out by Commissioner Schank, with the *inclined plane* in the gun carriages, which is justly considered as the greatest modern invention in gunnery; and she has never gone upon a cruise without having been in action either with the enemies batteries or ships. This is the same vessel that was so eminently useful at Ostend, upon the expedition under General Coote, and that was engaged off Dunkirk, and cut out nine vessels from Nieuport, all within the space of about seven months.

CAPTURE OF THE AMBUSCADE FRIGATE.

An account of the capture of this ship by the Bayonnaise French frigate of a similar force, (viz. 32 guns, although the Directory rate the latter as only a corvette of 20 guns has been received from Captain Jenkins. The action took place off the coast of France, on the 14th ult. and lasted with much desperation for some hours, when the enemy succeeded in boarding the Ambuscade, from her foremast being badly wounded, and falling on board the French vessel in such a manner. that the victory became a task of no great difficulty, the mast and rigging serving the Republicans for a bridge to pass over. The Bayonnaise had on board three hundred picked troops, independent of her full complement of seamen, which gave her a decided superiority over the British ship. The prize was sent into Rochfort.

Those killed in the action were,

Dawson Mayne, First Lieutenant,	John Thompson, Seaman,
George Brown, Master,	Daniel Britain, ditto,
Thomas Powers, Seaman,	Massy Campbell, ditto,
William Sexton, ditto,	John Lewis, ditto,
John Brown, ditto,	George M'Comas, Marine.

And thirty-six seamen wounded.

Captain Jenkins was desperately wounded early in the action, but we are happy to hear that great hopes are entertained of his recovery, as well as that of Lieutenant Sinclair, of the Marines, who was likewise wounded.

Captain Jenkins, of the Ambuscade, is considered by his brother officers as a very good and gallant officer. The circumstance of his being wounded so early in the action, was a misfortune to which perhaps the loss of the ship may in some measure be imputed.

The Ambuscade was one of the old 32 gun frigates, carrying twenty-four twelve pounders on her main deck, and eight six pounders on her quarter-deck and forecastle.

LETTER TO THE EDITOR OF THE NAVAL CHRONICLE, ON THE ABOVE CAPTURE.

SIR,

AS few persons in mentioning the loss of the Ambuscade frigate seemed to have considered with proper attention the different circumstances which led to her capture, I beg leave to offer the following remarks. After Captain Jenkins, according to his orders, had seen L'Hirondelle into port, he sailed with an intention to rejoin the Phaëton and Stag. He had only been out a few days when he captured a French brig letter of marque, from the West Indies; on board of which he put *his Third Lieutenant and fifteen men*, and sent her to Plymouth. The day following, he fell in with La Bayonnaise; at this time he had his *Second and Third Lieutenant, and fifty men, short of complement*; during the action he was himself dangerously wounded, the First Lieutenant, and the Master also, I believe were killed. The Ambuscade, thus bereft of all her principal officers, was boarded by *two hundred troops*. The Bayonnaise has been reported to be a corvette; but I have been lately told by several French officers, that she is just such another frigate as La Flore, and she mounted 40 guns, as well as the Ambuscade. The event seems to have been principally determined by the two hundred troops, who boarded the Ambuscade, with fixed bayonets, from the foremast, which had fallen during the action across both ships. Sailors, though possessed of such cool and determined courage, must struggle in vain against a powerful opponent, when they are without officers to direct and regulate their exertions. I am, Mr. Editor, your sincere well wisher. M.

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Extract of a Letter from Captain A. Spiers (late Duncan), of the ship Amelia and Eleanor, to his Owners, in Liverpool, Messrs. W. Brettagh and Co. Dated Barbadoes, October 26.

On the 1st inst. I fell in with a French privateer, of 18 guns, 6 and 9 pounders, in latitude 3½ S. long. 22. W. We sailed from London bound to Angola. At eleven A. M. the action commenced, and continued till half past two P. M. Early in the action I lost my bowsprit and foremast, close by the rigging; when he found I was disabled, he renewed the action with double vigour, and hoisted the bloody flag at his main top-gallant mast head, sheered alongside within pistol shot, and hailed me, "Strike you ——, Strike! which I answered with a broadside, which laid him on a creen; he then stood away to the northward, to plug up his shot holes, as I could see several men over the side. In about twenty minutes he came alongside again, and gave me a broadside as he passed, he then stood to the southward, and got about a mile to windward, gave me a lee gun, and hauled down his bloody flag, which I answered with three to-windward. I have received a deal of damage in my hull; on my starboard bow, two ports in one; several shot between wind and water; I have not one shroud left forward but what was cut to pieces, stays, &c. I lost all my head sails, and my after sails much damaged; I lost one slave and four wounded; four of the people wounded, two are since dead of their wounds. I shall not be able to proceed from hence till January, as my hull is like a riddle.

EAST INDIA SHIPS.

The following ships remaining of the present season are to be dispatched in divisions, according to their respective destinations, as follow, viz.

First Division, to be dispatched after the ships arrive at Portsmouth, Jan 30.—The Glatton, to St. Helena, Bencoolen, and China; Sir Edward Hughes, for Bombay and Madras; Manship and Lord Thurlow, for Coast and Bay.

Second Division, to be dispatched after the ships arrive at Portsmouth, Feb. 30.—The Walmer Castle, for Bombay and China; True Briton, Alfred, and Boddam, for Coast and China; William Pitt, Preston (new ship), and Marquis of Lansdowne, for Coast and Bay.

Third Division, to be dispatched after the ships arrive at Portsmouth, March 30.—The Minerva, Britannia, Rose, Charlton (new ship), and Asia, for Coast and Bay; Sir Stephen Lushington, for Bengal and Bencoolen: Lord Hawkesbury, for St. Helena and Bengal.

Fourth and last Division, to be dispatched after the ships arrive at Portsmouth, April 30. The Woodford and Albion, for Bombay; Duke of Buccleugh, Hindostan, Earl of Abergavenny, Hope, and Warley, for China direct.

Extract of a Letter from a Naval Officer, dated off Cadiz, Dec. 5.

Lord St. Vincent remains at Gibraltar exerting himself with his usual zeal and ability, in expediting the completion of the ships intended for our reinforcement. The Majestic and Bellerophon are refitting there, and are expected soon in our line. The Defence joined us the 2d instant. We have heard nothing at present of Lord Keith's arrival.—The annexed is a correct list of the squadron of his Majesty's ships under the command of Sir Roger Curtis, Bart. Rear Admiral of the Red, &c.

Prince,	Sir R. Curtis, Bart.	Northumberland,	Capt. Martin.
	Capt. J. Larcom.	Gibraltar,	Kelly.
Prince George,	Sir W. Parker, Bart.	Powerful,	Drury.
	Capt. Bingham.	Edgar,	M'Dougall.
Princess Royal,	Rear Ad Frederic.	Montagu,	Knight.
	Capt. Dixon.	Warrior,	Savage
Barfleur,	Dacres.	Marlborough,	Sotheby.
Ville de Paris,	Bathurst.	Hector,	Campbell.
Namur,	Luke.	Defence,	Stevenson.
London,	Purvis.		

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Recapitulation of the Captures from the different hostile Powers during the War, to the present Month.

French.—Three of 110 guns to 120; twelve of 80 to 84; thirty-five of 74; thirty-five of 40 to 44; twenty-three of 36 to 38; eleven of 32, seven of 28; sixteen of 24 to 26; twenty-eight of 20 to 22; nineteen of 18; thirty-four of 14 to 16; twenty of 8 to 12; and twenty-five of 6 and under.

Spanish.—Two of 110 guns to 120; two of 80 to 84; four of 74; two of 40 to 44; three of 36 to 38; two of 32; one of 22: three of 18; three of 14 to 16; and three of 6 and under.

Dutch.—Two of 74 guns; nine of 64 to 68; four of 54 to 56; two of 40 to 44; three of 36 to 38; three of 32; two of 28; five of 24 to 26; one of 22; two of 18; five of 14 to 16; seven of 8 to 12; and seven of 6 and under.

Total 345 Men of War.
597 Privateers of all Nations.

942 Grand Total.

LIVERPOOL, *Dec.* 27.—The Bud, Tyrer, was taken on the 27th of September last, in latitude 37, longitude 18 N. after a very severe action of half an hour, by a French privateer of 8 brass guns, 36 pounders, one long 9 pounder, and 65 men; the Bud had two men killed and two wounded.—She was retaken the 4th of October, with the privateer, by his Majesty's ships Flora and Caroline, and sent to Lisbon.

Extract of a Letter from Barbadoes.

I wrote to you by the Venerable, and this goes by the Venus to Lancaster, a single ship, she is not, I think, unlikely to get there.—L'Agreeable (that belonged to Mr. Barton) is cruising off this island, and lets nothing come in; Victor Hughes has put 18 twelve pounders and 210 men on board, which makes her a match for any merchantman. The Concord frigate is gone after her, but she sails too fast, and is likely to do a deal of mischief. The Amphitrite is now going after her, and is not to come back without her.

The tonnage employed in our commerce at present amounts to upwards of sixteen millions: at the close of the American war it amounted to eleven millions.

The French are about to establish, in the different parts of the Ocean and of the Mediterranean, engineers and sub-engineers, to superintend, and promote naval architecture, and in general every thing relating to the Navy.

Captain Gifford and Lieutenant Jones will each receive 500l. for bringing the official news of the taking of Minorca; the usual present given when the guns fire on receiving accounts of important successes.

Admiral Nelson has declared all the ports of the Ligurian Republic to be in a state of blockade; and that all Ligurian vessels taken by the ships of the coalesced Powers, shall be deemed good and lawful prizes.

Captain W. G. Lobb, of L'Amiable, has been presented with a valuable timepiece from the Merchants of the Island of Tortola, as a token of the high sense they entertained for his services during his naval command on that station, and particularly for his vigilant and careful protection of their trade.

Lately a Board was held at the Admiralty for the passing of sailors into Greenwich Hospital; among the numbers admitted were several of the heroes of the Nile.

Extract of a Letter from Captain Wilson, of the ship Lancaster, to his Owners in Lancaster, dated Cork, the 8th inst.

I have the satisfaction to inform you of our arrival here, to repair the damage sustained in an action with a French ship. The second day after I left Lancaster I fell in with the Elizabeth Packet, a sloop from Bristol, bound to Alderney, she was water-logged, and near sinking. I took out of her two boys, who told me the Captain had quitted her some days before; he had got on board a neutral vessel. At twelve o'clock that night we had one of the hardest gales of

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wind I ever experienced, it continued some days, and we were driven up the King's Channel as far as the Start Point: it moderated, however, and steering down Channel with the wind at S. E. on the 6th inst. at day light in the morning, we discovered a ship a-head standing to the southward; at eight o'clock she tacked towards me, and although she had English colours up, I made her plainly an enemy, mounting twenty guns, beside small arms, and very full of men; our guns were well loaded with grape, and the men at their quarters, when she came alongside, hauled the English colours down, and hoisted French. I have the pleasure, however, to say, that after engaging us two hours he had enough of it, and hauled his colours down; but our vessel being in a shattered condition, without a brace, or any rope to get the yards round, he took the advantage of it, and made off. As soon as I could follow him I did, and chased him till dark. I am sorry to inform you that we had one man killed and four wounded, and the sails and rigging much torn and cut. Immediately on my arrival I applied on board the men of war to be permitted to send the wounded men to the hospital, which was granted, and every assistance offered me that I wanted.

Public Lectures on Ship Building are given at Philadelphia, and other parts of America.

Captain Halkett, who commanded the Apollo frigate, which was unfortunately lost off the coast of Holland, rose in the Navy from his own merit. He was first Lieutenant of the Syren frigate, in which Captain Manley carried out the Duke of York to Helvoetsluys, when he took the command of the Guards, &c. in Holland. His Royal Highness was so much pleased with the activity and vigilance of Lieutenant Halkett on this service, that he obtained for him, soon after, the rank of Commander, and on his return from the Continent that of Post Captain.

The naval preparations at Havre-de-Grace are far from being spirited, and rather wear the appearance of their numerous defeats at sea having totally disheartened them, than any intention of ever renewing the contest on that element.

The Ship King William, of Liverpool, T. Bent master, having on board fifteen effective hands, was on the morning of the 11th of October, at the distance of one hundred and eighty miles from Barbadoes, chased by a French privateer of 16 guns, six and four pounders, and one hundred and seventy men. Captain Bent, finding that he could not avoid fighting, brought the enemy to close action, which lasted two hours and an half, when the privateer, having sustained considerable damage and an immense loss of men, sheered off, leaving King William almost a wreck, having received six hundred and two shots, and her rigging cut to pieces. She had one of the crew killed and four wounded, besides eight slaves below, two of them mortally.

The Magicienne frigate arrived the 30th of October at Port Royal, Jamaica with a French schooner and her prize, a sloop laden with taffia. The same day the Renommee of 44 guns; Squirrel, of 20 guns; and Pelican, of 18 guns, sailed on a cruise.

The Stork sloop of 18 guns, was off Tiberoon on the 20th of October, and the brig Abigail, Williams, was spoke off Crooked Island. The Acasta of 40 guns, and Trent, of 36 guns, were cruising off Porto Cavello.

PROMOTIONS.

The Lords of the Admiralty have been pleased to promote Lieutenant Henry Garrett, of his Majesty's cutter Trial, to the rank of Commander in his Majesty's Navy, and have appointed him to the command of the Alecto, fire-ship.

Captain Thomas Stephenson, of the Royal Navy, has been promoted to the rank of Post Captain by the Earl of St. Vincent, and now commands the Defence, of 74 guns.

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The Hon. Captain Capel, is appointed to the command of the Arab, of 28 guns, fitting at Plymouth.

Admiral Dickson has succeeded Lord Duncan in the command of the North Sea Fleet, the state of his Lordship's health rendering it very doubtful that he will go to sea again.

Captain George Clark*, appointed to the command of the Conquerant, of 74 guns, is advanced to the rank of Post Captain.

Captain Thomas Seecombe is appointed to the command of the Triumph, man of war, in the room of Captain Essington.

MARRIAGES.

Captain J. Edwards, of the Navy, to Miss S. Doo, of Chipping.

Lately, at Weybridge, in Surry, Lieutenant Prevost, of his Majesty's ship Agincourt, to Miss Haultain, of that place.

OBITUARY.

DEATH OF MR. SUTHERLAND, MIDSHIPMAN OF HIS MAJESTY'S SHIP LA PREVOYANTE, CAPTAIN WEYMISS, AT HALIFAX.

Extract of a Letter from an Officer of that Ship, dated Sept. 27th 1798.

"On the 25th we experienced a tremendous storm in this harbour, our ship and most of the King's ships rode out the gale without much damage, though in great danger, but many of the vessels in the harbour were either bilged, upset, or dashed to pieces. One young man perished belonging to our ship, Mr. James Bruce Sutherland, a midshipman who was on board a prize brig lately captured by us, of which he had the charge. This youth's unhappy end is very sincerely lamented by all our ship's company, and by every person who knew him, as he was distinguished for his attention to his duty, and every manly qualification. He was not above seventeen years of age, and gave the strongest promise of being an ornament to his profession and satisfaction to his friends. He was the second son of Captain Sutherland, who, with his numerous family will feel severely when they hear of his melancholy fate; none of them are now at Halifax, but his Royal Highness Prince Edward, on hearing of the death of young Mr. Sutherland, has, with his usual attention to the calls of distress, declared he would take the Father and the rest of his family under his protection. His Royal Highness knows the unfortunate father to be an old and deserving officer, who has often bled in defence of his King, and the British Constitution.

July 31. At Sea, in lat. 14 N. long. 42 E. Captain James Cornwallis, of the Sheerness frigate, employed on the Coast of Africa.

August 17. Captain John Hopkins, of the marines, in consequence of the wounds he received on board the Bellerophon, which so gallantly fought the enemy's ship L'Orient, in the glorious action off the Mouth of the Nile. He had been twenty years in The Service, although only thirty-five years of age when he died.

19. In his 20th year, on board the Leander in the Mediterranean, Mr. Peter Downes, late midhipman of that ship, and youngest son of the ancient family of Downes, of Shrigley, in Cheshire. It is a tribute justly due to the memory of the most promising merit at an early age, to add, that this young gentleman had served in the most active scenes during the whole of this war, with the highest honour to himself, the most distinguished approbation of his commanding officers, and the universal esteem of his comrades. Towards the conclusion of the gallant Captain Thompson's ever-memorable defence of the shattered Leander, Aug. 18, on her way from the action off the Nile, against so superior a force of the enemy he received a fatal shot, of which he lingered, with the greatest resignation, till the following morning.

* This officer entered the Navy under the auspices of Lord Hood: he was Lieutenant of the Lowestoffe, in her action with La Minerva, an account of which is given in our memoirs of Captain Buckhole—Vol. II. During the period of his being Commander, he had L'Aurore prison ship at Gibraltar.

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At Cowes in the Isle of Wight, Lieutenant Nathaniel Stuart, of the Royal Navy.

Oct. 23. Lieutenant T. B. Bucke, of the marines, eldest son of Mr. Bucke, surgeon, at Ipswich. He was on board the Victory on the 14th of February 1797, and in five other different engagements since the commencement of the present war.

Nov. 14, At the Isle of Whithorn, Captain Alexander Cook, commander of the Prince Edward cutter.

18. By a fall from the mast-head of his Majesty's ship London, cruising off Cadiz, which nearly dashed him to pieces, Mr. Edward Watson, midshipman, son of Jonathan Watson, Esq. of Horksley, near Colchester.

Of an apoplectic fit, Mr Thomas Cook, formerly an eminent land surveyor; who, as a pupil of the late celebrated Capability Browne, acquired great reputation in the same line, while a specimen of his peculiar skill and taste in the happy disposition of pleasure ground is widely exemplified by that at West Wycombe, where he was employed for the space of ten or twelve years, by the late Lord Le Despencer, who, in memory of his approved services, was pleased to leave him an handsome annuity for his life. As an engineer, he was also the ingenious inventor of a machine for the purpose of making wedges for the use of the navy during the American war, whereby, in making an experiment, he lost his right arm, owing to one of his assistants having accelerated its motion by putting on a double weight, of which he was not aware, that returned it in half the time he had calculated for the operation of its action, being that of only half a minute.

At his house in Fetter-lane, aged 47, Mr. David Samwell, surgeon, in his Majesty's Navy. He accompanied Captain Cook in his last voyage to the South Seas; and, a few years ago, published an account of the circumstances attending the death of that celebrated navigator. He was likewise author of many short detached pieces of poetry, as well in his native Welch as in the English language, which possesses considerable merit. His little poem of "The Negro Boy" was very favourably received by the public. He was a man of cultivated understanding and friendly disposition. In his profession he was justly esteemed skilful; and he is much lamented.

At Ottery St. Mary, Devon, in her 82d year, Mrs. Mary Taylor, widow of the late Captain T. of the Royal Navy. She was of a respectable family in Wales.

Captain Brown of the Kite sloop of war, a young officer of great merit, and son of Commissioner B. of the Excise. He was shot about eleven o'clock in the evening, at Sheerness, by an inhabitant of that place, at whose house he had knocked for admission, having occasionally slept there when on shore. The man, after he had opened the door, refused him admittance; and, while Captain B. and an officer who was in company were parleying with him, fired a pistol at Captain B. and shut the door in his face. He immediately called out, "the fellow has killed me!" and fell into the arms of a fisherman who was passing by at the time. The ball entered Captain B.'s left side, just below the ribs, but did not pass through his body. He expired in a few minutes. The murderer escaped out of a back door, but was taken in about two hours after; while attempting to cross the ferry, and committed to Maidstone gaol for trial.

At Lapworth, in the county of Warwick, aged 83, Michael Gilbert, a companion of Lord Anson in his voyage round the world. He was present at the taking of the rich Acapulco ship near Manilla; was afterwards, for a considerable time, a prisoner in Turkey; and now, at length, made his exit from the stage of human life near his birth place.

Dec. 14. At Chatham Dock-Yard, much respected, Mr. Benjamin Jennings, master rope-maker.

15. At Kentish Town, Captain John Walsh, sen. one of the oldest superannuated officers in the Royal Navy.

29. After a long and painful illness, Miss Waghorn, daughter of the late Captain Martin Waghorn, of the Royal Navy.

At Sea, in the East Indies, Mr. James Elliott Harriot, assistant surgeon.

At Totteridge, the Rev. W. Paget, secretary to the late Lord Rodney.

On his passage from Jamaica, Captain Clements, of the Princess Charlotte Packet, of the yellow fever.

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The remains of Lord Shuldam, brought over in the Colossus, lately lost in St. Mary's Road Scilly, being rescued from the Wreck, after remaining for some time in the citadel at St. Mary's, were interred on the 9th of January, in Wyredsbury church-yard, in Buckinghamshire.

At the Royal Naval Hospital, Plymouth, Mrs. G. Cleather, wife of G. Cleather, Esq. steward to that noble institution for sick and wounded seamen and marines.

Jan. 1, 1799. At his apartments in Greenwich Hospital, Mr. Daniel Ball, near forty years steward's first clerk of the said hospital. A man of unsullied integrity, universally respected.

3. At Halle, in Germany, aged 70years, the celebrated navigator Jean Reinhold Forster, who left England in 1772 on a voyage round the world. His son George Forster, died at Paris four years since, to which place he was sent as deputy from Mayence.

11. Was buried at Gosport, with every honour that could be possibly shewn, Captain Lewis Mortlock, who died of the wounds received in his gallant action with the two French luggers. All the Captains from their respective ships attended in procession; the melancholy silence that prevailed strongly declared the loss which the service had received. Captain Mortlock greatly distinguished himself in the expedition against Ostend. Captain Mortlock died, as he lived like a hero. His spirits were so good to the last moment, that he exerted himself to comfort an afflicted mother and brother, who attended him, by representing his death as the mere fortune of war. He spoke much of the action in which he had received his wounds, and of the excellence of the ship which he had commanded in it. The utmost height of his ambition, he said, were he to live, would be to command a frigate on the same plan as that ship. [*For particulars of the action see page* 169.]

In Cannon-street Road, St. George's, Mrs. Mary Gilchrist, relict of the late Arthur Gilchrist, Esq. formerly of the Navy.

16. At the house of his father, Admiral Sir George Young, in Great Russel-street, Bloomsbury, Lieutenant George Young, of the Navy.

Lately in the Isle of Wight, Lady Christian, wife of Admiral Sir H. C. Christian, K. B.

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THE
ROYAL NAVY OF GREAT BRITAIN,

AT THE COMMENCEMENT OF THE YEAR 1799,

Arranged according to their Rates.

No. II.

CONCLUDED FROM OUR LAST.

ABBREVIATIONS.—G. Guns. B. when built. T.F. T.S. T.D. taken from the *French*, *Spaniards*, or *Dutch*.

[The First Part of this LIST was intended to include all Ships with two decks, but we found ourselves obliged, although it was printed in a small type, to omit the following Ships of 50 Guns, which are now in consequence added.]

Fourth Rates.

SHIPS WITH TWO DECKS OMITTED IN OUR FIRST NUMBER FOR WANT OF ROOM.

MEDWAY, 60 G. Built at Deptford in 1755. Receiving Ship at Plymouth. Length of gun-deck, 149 feet, 4 inches; of keel, 123 feet, and half an inch. Tons, 1204. The Medway formed one of the Fleet, under Admirals Saunders and Holmes, that failed from England in 1759 to affift the British army in America, under the command of General Wolfe.

PRINCE EDWARD, 60 G. Late Mars. Taken from the Dutch in 1781 by the Squadron under Lord Rodney in the Weft Indies. Length of gun-deck, 143 feet, 8 inches and three quarters; of keel, 116 feet, 3 inches and five eighths. Breadth, 41 feet, 8 inches and a half. Depth, 16 feet. Tons, 1075. Receiving Ship at Chatham.

RIPPON, 60 G. Built at Woolwich in 1758. The fecond Ship Earl Howe commanded when made Poft. Length of gun-deck, 155 feet, 5 inches: of keel, 128 feet. Breadth, 42 feet, 6 inches. Depth, 18 feet, 7 inches. Tons, 1229. Now a Receiving Ship at Plymouth.

ALKMAAR, 56 G. G. Burdon. Taken by Admiral Duncan, October 11, 1797. The Alkmaar, in 1702, belonged to the Dutch Squadron with Sir G. Rooke. Guard Ship at Portfmouth.

ABERGAVENNY, 54 G. S. P. Forfter. Purchafed by Government in 1795. Built for the India ſervice. Now at Jamaica.

BRAAKEL, 54 G. J. Walker. T. D. Taken poſſeſſion of in Hamoaze, March 1796, by Vice Admiral Onſlow and the Ships of War at Plymouth. Now in the North Seas.

CLATTON, 54 G. C. Cobb. Built for the India ſervice, but purchaſed by Government in 1795. Captain Trollope entirely fitted her with carronades; the only Ship we believe in which it was ever tried to the exclufion of long Guns. He fought the gallant action in her, when he attacked a French Squadron conſiſting of a 50 Gun Ship, five Frigates, a Brig, and Cutter, and drove them into Flufhing, July 16, 1796. In the North Seas.

GRAMPUS, 54 G. G. Hall. Built for the India ſervice, but purchaſed by Government in 1795. The old Grampus was built at Liverpool in 1782. Her dimenſions were as follow——Length of gun-deck, 148 feet, 1 inch: of keel, 121 feet, 8 inches. Breadth, 40 feet, eight inches. Depth, 17 feet, 9 inches and a half. Tons, 1070. Store Ship at Sheerneſs.

HINDOSTAN, 54 G. J. Mulock. Built for the India ſervice, but purchaſed by Government in 1795. At Cork.

MADRAS, 54 G. J. Dilkes. Built for the India ſervice, and purchaſed by Government in 1795. Now at the Nore.

VAN TROMP, 54 G. R. Hill. Taken by Admiral Elphinſtone in Saldanha Bay, Auguſt 17, 1796. Ireland.

ADAMANT, 50 G. W. Hotham. Was put into the line of battle by Admiral Duncan, October 11, 1797. Built at Liverpool in 1780. Length of gun-deck, 146 feet, 3 inches: of keel, 120 feet. Breadth, 40 feet, 9 inches. Depth, 17 feet, 7 inches and a half. Tons, 1060. The Eaſt Indies.

ANTELOPE, 50 G. Length of gun-deck, 150 feet: of the keel, 123 feet, 8 inches and an half. Breadth, 41 feet. Depth, 17 feet, 8 inches. Tons, 1106. The Antelope, in 1703, of 50 Guns, was in Sir G. Rooke's Fleet in the Mediterranean, commanded by Capt. Legge; 280 men. At preſent building in the King's Yard at Sheerneſs.

ASSISTANCE, 50 G. J. O. Hardy. Built at Liverpool in 1781. Length of gun-deck, 146 feet, 1 inch: of keel, 119 feet, 9 inches. Tons, 1053. At Halifax.

BRISTOL, 50 G. Built in 1775 at Sheerneſs. Length of gun-deck, 146 feet: of keel, 119 feet, 9 inches. Breadth, 40 feet, 7 inches. Depth, 17 feet, 7 inches. Tons, 1049. This is an old name in the Britiſh Navy. In Pepys's Lift for 1688, we find the Briſtol ſerving in the Channel, commanded by Capt. C. Leighton. At preſent a Priſon Ship at Chatham.

CENTURION, 50 G. J. S. Rainier. Built at Harwich in 1774. This is among the ſelect names in the Navy. The Centurion, in 1688, ſerved in the Channel, commanded by Capt. Elliot. Was in the Red Squadron in Admiral Ruſſell's action, off La Hogue, in 1692. The Centurion, of 60 Guns, was Lord Anſon's Ship in his memorable voyage; the head of which was for a long time preſerved by the Duke of Richmond, at Goodwood. Dimenſions of the preſent Centurion are:—Length of gun-deck, 146 feet: of the keel, 120 feet, 2 inches. Breadth, 40 feet, 8 inches. Depth, 17 feet, 3 inches and an half. Tons, 1044. The Eaſt Indies.

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CHATHAM, 50 G. Lieut. Hill. Built at Portſmouth in 1758. Length of gun-deck, 147 feet : of the keel, 122 feet, 2 inches. Breadth, 40 feet, 3 inches. Depth, 17 feet, 6 inches. Tons, 1052. Hoſpital Ship at Falmouth.

DIOMEDE, 50 G. Hon. C. Elphinſtone. Built at Deptford in 1798. Now at Portſmouth.

EUROPE, 50 G. J. Stevenſon. Built at Woolwich in 1783. Length of gun-deck, 143 feet, 11 inches : of the keel, 119 feet, 4 inches and five-eighths. Breadth, 40 feet, 7 inches and a quarter. Depth, 17 feet, 5 inches and a half. Tons, 1047. Cruiſing.

ISIS, 50 G. W. Mitchell. Built on the River Medway in 1774. This Ship was put into the Line of battle off Camperdown. Length of gun-deck, 146 feet : of the keel, 119 feet, 8 inches and a quarter. Breadth, 40 feet, 7 inches and a half. Depth, 17 feet, 6 inches. Tons, 1051. At Sheerneſs.

JUPITER, 50 G. G. Lofack. Built on the River Thames in 1778. This Ship brought her Royal Highneſs the Princeſs Caroline of Brunſwick to England in April 1795. J. W. Payne, Eſq. Commodore. J. Lechmere, Captain. J. B. Mainwaring, Firſt Lieutenant. G. Hermes, Maſter. Thomas Landſeer, Purſer. F. Maſon, Secretary. Length of gun-deck, 146 feet, 1 inch and a half : of the keel, 119 feet, 8 inches. Breadth, 40 feet, 10 inches. Depth, 17 feet, 6 inches. Tons, 1061. At the Cape of Good Hope.

LEOPARD, 50 G. Commodore J. Blankett. Captain T. Surridge. Built at Sheerneſs in 1790. Length of gun-deck, 146 feet, 5 inches : of the keel, 120 feet, and three quarters of an inch. Breadth, 40 feet, 8 inches. Depth, 17 feet, 6 inches. Tons, 1056. The Leopard appears in Sir G. Rooke's Fleet in 1704, commanded by Capt. Culliford. Convoy to the Eaſt Indies.

PORTLAND, 50 G. Lieut. J. Manderſon. Built at Sheerneſs in 1770. Length of gun-deck, 146 feet ; of the keel, 119 feet, 9 inches. Tons, 1044. At Portſmouth to repair. The Portland belonged to the Navy in 1688, and ſerved in the Channel, commanded by Capt. G. Aylemore.

PRINCESS CAROLINE, 50 G. Late the Rotterdam. Taken in 1781 by the Warwick, Hon. G. Keith Elphinſtone, in the Channel, from the Dutch. Length of gun-deck, 134 feet, 4 inches ; of the keel, 111 feet, 4 inches. Breadth, 38 feet, 6 inches. Depth, 15 feet, 3 inches and a half. Tons, 878. Now at Sheerneſs.

ROMNEY, 50 G. J. Lawford. Built at Woolwich in 1762. This Ship was commanded in 1793 by the Hon. W. Paget, and was ſtationed for ſome time in the Bay of Naples ; during which the King and many of the Nobility came on board. She was alſo commanded by Capt. R. Home, when ſhe captured L'Artois, of 40 guns, off the Coaſt of Portugal, in 1790. Length of gun-deck, 146 feet ; of the keel, 120 feet, 8 inches and a half. Breadth, 40 feet, 4 inches and a half. Depth, 17 feet, 2 inches. Tons, 1046. The Romney of 44 guns, appears in the Navy in 1756, at the declaration of war with France. Now in the North Sea.

TIGER, 50 G. Building in the King's Dock-Yard at Portſmouth. The Tiger, in 1688, of the ſame rate, was commanded in the Channel by Capt. Tennant ; 250 men. In 1704, the Tiger, 50 guns, 280 men, was in Sir G. Rooke's Fleet in the Mediterranean, commanded by Capt. Cavendiſh. In 1756 it appears in the Navy, of 64 Guns. Dimenſions of the preſent,—Length of gun-deck, 151 feet ; of the keel, 124 feet, 7 inches and a half. Breadth, 41 feet. Depth, 17 feet, 8 inches. Tons, 1114.

TRUSTY, 50 G. A. Todd. Built at Briſtol in 1782. Length of gun-deck, 153 feet, 6 inches and three quarters ; of the keel 124 feet, and three quarters of an inch. Breadth, 40 feet, 7 inches and three eighths. Depth, 17 feet, 9 inches and three quarters. Tons, 1088. At Sheerneſs.

WARWICK, 50 G. Receiving Ship at Chatham. Built at Portſmouth in 1767. Length of gun-deck, 151 feet ; of keel, 124 feet, 7 inches and a quarter. Breadth, 40 feet, 3 inches. Depth, 18 feet, 3 inches. Tons, 1073. This Ship was commanded by the Hon. Capt. G. Keith Elphinſtone, now Lord Keith, in 1782, when ſhe captured L'Aigle, 42 G. in North America. She alſo captured in the ſame year the Sophie, a French frigate. In 1721, the ſame active commander captured in her the Rotterdam.

Fifth Rates.

ACTEON, 44 G. A. Uzuld. Built on the River Thames in 1778. Length of gun-deck, 140 feet, 1 inch and a half ; of keel, 115 feet, 10 inches and a half. Breadth, 37 feet, 11 inches and a quarter. Depth, 16 feet, 4 inches. Tons, 887. Guard Ship at Liverpool.

ADVENTURER, 44 G. J. Chilcott. Built on the River Thames in 1784. Was commanded in 1789 by Capt. Ingleſield. The Adventurer appears among the Fourth Rates in Admiral Ruſſel's Fleet, 1692, but occurs as a Fifth Rate in 1756. Dimenſions of the preſent,—Length of gun-deck, 140 feet, 4 inches ; of the keel, 115 feet, 5 inches. Breadth, 38 feet, 6 inches. Depth, 16 feet, 11 inches. Tons, 910. Store Ship at Jamaica.

AMELIA, 44 G. Hon. C. Herbert. Late Proſerpine. Taken from the French by the Dryad, off Ireland, June 1, 1796. Refitting at Plymouth.

ANSON, 44 G. P. C. Durham. Built at Plymouth in 1781. Reduced in 1794 from a 64 Gun Ship. Was in company with the Phaeton when ſhe captured La Flore French Frigate in the Channel, Sept. 8, 1798. She alſo took the Daphne of 20 Guns in the Bay of Biſcay, December 28, 1797. Refitting at Plymouth.

ARGO, 44 G. J. Bowen. Built at Howden Pans in 1781. Commanded laſt war by Captain Butchart. When on her paſſage to the W. Indies, ſhe captured the Dauphin of 64 guns. This Ship was in Commodore Duckworth's Squadron at the taking of Minorca, 1798. Length of gun-deck, 140 feet, 8 inches ; of the keel, 115 feet, 9 inches and three eighths. Breadth, 38 feet and three quarters of an inch. Depth, 16 feet, 4 inches and a half. Tons, 892. In the Mediterranean.

CAMBRIAN, 44 G. Hon. A. K. Legge. This beautiful Ship was built at Portſmouth in 1797. Cruiſing.

CHARON, 44 G. Right Hon. Lord Camelford. Store Ship ; now at Spithead, under orders for the Mediterranean. Built at Briſtol in 1783. Length of gun-deck, 140 feet, 1 inch and a half ; of the keel, 115 feet three inches and three eighths. Breadth, 38 feet, 1 inch. Depth, 16 feet, 4 inches and a half. Tons, 889.

CHICHESTER, 44 G. J. Stevens. Built at Hirchenor in 1785. This Ship is exactly of the ſame dimenſions with the Guardian, Lieut. Rous, that was loſt. Length of gun-deck, 140 feet ; of the keel, 115 feet and a quarter of an inch. Breadth, 38 feet, 4 inches and a half. Depth, 16 feet, 10 inches. Tons, 901. At Spithead.

DOLPHIN, 44 G. J. Nisbet. Built at Chatham in 1781. Length of gun-deck, 139 feet, 11 inches ; of the keel, 115 feet, 6 inches and a quarter. Breadth, 37 feet, 10 inches and a quarter. Depth, 16 feet, 4 inches. Tons, &c. Hoſpital Ship at Lisbon.

DOVER, 44 G. Lieut. H. Kent. Built in 1786 at Burfleſon. Length of gun-deck, 140 feet ; of keel, 114 feet, 9 inches and five eighths. Tons, 905. The Dover, a Fifth Rate, was in the Navy in 1756. At Portſmouth, as an armed tranſport.

LA DECADE, 44 G. Taken from the French by the Naiad, off Finiſterre, Aug. 24, 1798. Now at Plymouth.

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EXPERIMENT, 44 G. J. G. Saville. Built at East Cowes in 1784. This Ship was very active in the last war, under the command of Sir James Wallace, when, in 1778, she captured the Raleigh and the Portsmouth frigates, both in North America. In 1779 she also captured La Danae, of 32 G. Length of gun-deck, 140 feet, 3 inches and a half; of the keel, 115 feet, 3 inches and a half. Breadth, 38 feet and half an inch. Depth, 16 feet, 4 inches. Tons, 892 and twenty five ninety fourths. Store Ship at Spithead.

EXPEDITION, 44 G. Sir T. Livingstone, Bart. Built on the River Thames in 1782. Length of gun-deck, 140 feet 3 inches and a half; of the keel, 115 feet, 3 inches and a half. Breadth, 38 feet, 6 inches and a half Depth, 16 feet, 10 inches and a half. Tons, 910 and thirty ninety fourths. Store Ship at Portsmouth.

ENDYMION, 44 G. Sir T. Williams, Knt. The old Endymion, that was lost, was built on the River Thames in 1779, and had the following dimensions—Length of gun-deck, 140 feet; of the keel, 115 feet, 7 inches. Breadth, 38 feet, 1 inch and a half. Depth, 16 feet, 4 inches. Tons, 894. The present Endymion was built in Randall's Yard, Rotherhithe, in 1797. She captured the St. Antonio, off Ireland, in May 1798. She sailed as Convoy to Lisbon, November 20, 1798.

GLADIATOR, 44 G. Lieut. E. Hungerford. Built at Buckler'shard in 1783. Length of gun-deck, 140 feet; of the keel, 113 feet, 1 inch. Breadth, 37 feet, 11 inches and a half. Depth, 16 feet, 5 inches. Tons, 882. Convalescent Ship at Portsmouth.

GORGON, 44 G. R. Williams. Built on the River Thames in 1785. Length of gun-deck, 140 feet, 2 inches. Breadth, 38 feet, 5 inches and a half. Tons, 911. At the Nore.

INDEFATIGABLE, 44 G. Sir Edw. Pellew, Bart. Built at Buckler'shard in 1784, and reduced from 64 Guns in 1794. Under her present active Commander she has proved worthy of her name, and rendered very essential services to this country. The Indefatigable, April 22, 1796, captured La Virginie, 44 Guns, and in the same year, Les Trois Couleurs, and La Blonde. On the 14th of October, 1797, when off Teneriffe, Sir Edward recaptured the Ranger, which had been taken by the French. She was after this retaken by them, and then again recaptured by Capt. G. Byng, in the Galatea, Nov. 6, 1797. In 1798, Sir Edward captured La Vaillante. Cruising.

LAVINIA, 44 G. Building at Jacob's Yard, Milford.——The future success of a Ship that bears the name of the Countess of Spencer will be contemplated with anxiety;—*Si qua fata sinant, jam tum tendisque, fovetque.*

MAGNANIME, 44 G. Hon. M. De Courcy: Built at Deptford in 1780, and reduced from a 64 Gun Ship in September 1794. The old Magnanime, as we have already mentioned in our Memoir of Earl Howe, was taken from the French by Lord Hawke, in 1748. Now refitting at Plymouth.

MELPOMENE, 44 G. Sir C. Hamilton. Taken from the French, at Corfica, Aug. 10, 1794. This and the Sybille are reckoned two of the finest Frigates ever built by France. Now refitting at Plymouth.

LA MINERVE, 44 G. G. Cockburn. Taken by the Lowestoffe and Dido, in the Mediterranean, June 24, 1795. At Portsmouth.

LA POMONE, 44 G. R. C. Reynolds. Taken from the French, April 23, 1794, by the Flora, Melampus, and Arethusa, off the Isle of Bas. Since one of Sir J. B. Warren's Squadron. This Ship has rendered very essential service, having captured, when commanded by Sir J. B. Warren, Le Jean Bart, 26 G. off Rochfort; L'Etoile, 30 G. near the Raz de Fontenay; La Robuste; L'Andromache, 44 G. run on shore, and burnt; La Calliope, 36 G.; a Corvette, 22 G. taken and sunk; the same day a brig of 12 G.; L'Egalite; Le Petit Diable, 18 G. and others. When commanded by R. C. Reynolds, she captured La Cherie, 26 G. in the Bay of Biscay. Now at Lisbon.

RAINBOW, 44 G. Receiving Ship at Woolwich. Built on the River Thames in 1747. Length of gun-deck, 133 feet, 3 inches. Breadth, 37 feet, 10 inches and three quarters. Tons, 831. This Ship, under the command of Sir G. Collier, captured the first frigate taken from the Americans last war, 1777, the Iris, of 32 Guns.

REGULUS, 44 G. G. Eyre. Built in 1785 at Northam. Length of gun-deck, 140 feet, 1 inch; of the keel, 115 feet, 8 inches, and five eighths. Breadth, 38 feet. Depth, 16 feet, 4 inches. Tons, 886. Commanded by Captain Bowater at the beginning of the war. Jamaica.

RENOMMEE, 44 G. Robert Rolles. Taken from the French by the Alfred, off St. Domingo, July 20, 1796. At Jamaica.

RESISTANCE, 44 G. Built on the River Thames in 1782. Length of gun-deck, 140 feet, 2 inches; of the keel, 116 feet. Breadth, 38 feet, 1 inch. Depth, 16 feet, 4 inches and a half. Tons, 895. This Ship, when under the command of Capt. E. Pakenham, captured La Mevenche Frigate in the straits of Sunda, 1794. Now in the East Indies.

REVOLUTIONAIRE, 44 G. T. Twysden. Taken in 1794 from the French, by the Artois, Arethusa, Diamond, and Galatea, off Brest. One of Sir E. Pellew's Squadron.

SERAPIS, 44 G. Store Ship at Woolwich. Built at Bristol in 1782. Length of gun-deck, 140 feet, 2 inches and a half; of the keel, 115 feet, 5 inches. Breadth, 38 feet. Depth, 16 feet, 4 inches and a quarter. Tons, 886. The old Serapis was taken, after a desperate action, by Paul Jones's Squadron, off Scarborough, 1779. She was built at Mr. Randall's Yard, Rotherhithe.

SHERNESS, 44 G. Lately commanded by Capt. J. Cornwallis. Built at Buckler'shard in 1787. Length of gun-deck, 140 feet, 3 inches; of the keel, 115 feet, 4 inches and a quarter. Breadth, 38 feet, 5 inches. Depth, 16 feet, 10 inches. Tons, 905. At Jamaica.

SYBILLE, 44 G. E. Cooke. Built at Toulon in 1791. Length of gun-deck, 157 feet. Extreme breadth, 41 feet. Length of quarter-deck, 82 feet. Taken by the Romney, in the Mediterranean, from the French, June 17, 1794. East Indies.

LA SEINE, 44 G. D. Milne. Taken in 1798 from the French, by the Jason and La Pique, off the Saints. Fitting at Portsmouth.

SANTA DOROTHEA, 44 G. R. Downman. T.S. by the Lion, off Carthagena, in 1798. At Lisbon.

ULYSSES, 44 G. T. Prefland. Built at Liverpool in 1779. Length of gun-deck, 140 feet. Breadth, 38 feet and half an inch. Tons, 887. At Gibraltar, on the Transport Service.

LA VIRGINIE, 44 G. A. Hunt, T. F. by the Indefatigable, off the Lizard, 1796. She was esteemed the fastest sailer, and neatest built Frigate in the French Navy. Her figure head is extremely well executed. This Frigate carried Lord Mornington to India. At present in the East Indies.

WOOLWICH, 44 G. M. Halliday. Built at Burfledon in 1785. Length of gun-deck, 140 feet. Breadth, 38 feet, 6 inches. Tons, 907. Serving as a Store Ship, destined for the East Indies.

ACASTA, 40 G. R. Lane. Built at Wells's Yard, Rotherhithe, in 1797. On the Jamaica station.

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PRESENT STATE OF THE ROYAL NAVY.

BEAULIEU, 40 G. F. Fayerman. Built in 1791 at Buckler'shard. Captured the Marfoult of 26 G. in the Weft Indies, 1795. Was in Admiral Duncan's action, October 11, 1797. Length of gun-deck, 147 feet, 3 inches; of the keel, 122 feet, 10 inches and five eighths. Breadth, 39 feet, 6 inches. Depth, 15 feet, 2 inches and five eighths. Tons, 1020. Weft Indies.

BRAAVE. 40 G. J. Rowley. T.D. by Admiral Elphinftone in Saldanha Bay, Aug. 17, 1796. Cape of Good Hope.

FORTUNEE, 40 G. Taken from the French in 1779 by Admiral Rowley's Squadron in the Weft Indies. Serving at preſent as a Convict Ship at Langſton.

LA GENTILLE, 40 G. T.F. by the Hannibal, April 13, 1795, in the Channel. Now a Receiving Ship at Portſmouth.

LA GLOIRE, 40 G. T.F. by the Aſtrea, April 20, 1795, in the Channel. At Portſmouth repairing.

IMPERIEUSE. 40 G. Right Hon. Lord Auguſtus Fitzroy. T.F. by Admiral Gell in the Mediterranean, 1793. Now at the Cape.

PREVOYANTE, 40 G. Charles Wemyſs. T.F. by the Thetis and Huſſar, off the Cheſapeak, May 17, 1796. On the Halifax Station.

ST. FIORENZO, 40 G. Sir H. B. Neale, Bart. Late Minerve. Sunk at San Fiorenzo by the Engliſh Batteries, Feb. 19, 1794, but was afterwards weighed and commiſſioned. This Frigate, with the Nymphe in company, captured La Reſiſtance, and La Conſtance Frigates, off Breſt, in March 1797. She has been conſtantly honoured by being ſtationed off Weymouth, during his Majeſty's ſummer reſidence at that place; who occaſionally has made ſhort marine excurſions in her. October 8, 1798, the Royal Family and Nobility came on board from Weymouth, when Sir H. B. Neale, her commander, gave a grand public breakfaſt, in honour of Lord Nelſon's victory. The St. Fiorenzo, and Ships in the Road, were all on this occaſion decorated in the colours of different nations. Cruiſing.

ACTIVE, 38 G. Building in the King's Yard at Chatham. The old Active, 32 Guns, was built at Northam in 1780. Her dimenſions were—Length of gun-deck, 126 feet; of the keel, 103 feet, 9 inches and one eighth. Breadth, 35 feet, 7 inches. Depth, 12 feet, 2 inches. Tons, 697.

AMAZON, 38 G. Building in the King's Yard at Woolwich. The old Amazon was loſt on the Coaſt of France, engaging Les Droits de L'Homme, 74 Guns, January 14, 1797. She was built on the River Thames in 1773. Length of gun-deck, 126 feet, 4 inches; of the keel, 104 feet, 6 inches. Breadth, 35 feet, 2 inches. Depth, 12 feet, 2 inches and a half. Tons, 687.

APOLLO, 38 G. P. Halkett. Built at Woolwich in 1794.

ARETHUSA, 38 G. T. Walley. Built at Briſtol in 1781. Commanded by the Hon. Seymour Finch at the commencement of the war. On the 20th of Auguſt 1797, ſhe captured La Galete off Bermuda. Length of gun-deck, 141 feet, 1 inch and a half; of the keel, 116 feet, 10 inches and five eighths. Breadth, 39 feet and half an inch. Depth, 13 feet, 9 inches and a half. Tons, 948.

AMETHYST, 38 G. Building in the King's Dock Yard at Deptford.

BOADICEA, 38 G. R. G. Keats. Built in 1797 at Adams's Yard, Buckler'shard. Cruiſing.

CLYDE, 38 G. C. Cunningham. Built of fir in the King's Dock Yard at Chatham, in 1796. In the Channel.

DIAMOND, 38 G. Sir R. J. Strachan, Bart. Built at Deptford in 1794. The old Diamond was the firſt Ship Adm. Knowles commanded, on being made Poſt, 1737. This ſhip was commanded by Sir Sydney Smith when he was taken priſoner by the French.

DIANA, 38 G. J. Faulknor. Built at Deptford in 1794. Now at Milford.

ETHALION, 38 G. G. Cousteſh. Built at Graham's Yard, Harwich. This Frigate captured La Bellone, 40 G. one of the Squadron fitted out by the French againſt Ireland in 1796. Refitting at Plymouth.

L'ENGAGEANTE, 38 G. Vice-Admiral R. Kingſmill, and Lieut. W. Fry. Hoſpital Ship at Cork. Taken from the French by the Concorde, off the Iſle of Bas, April 23, 1795.

L'ESPION, 38 G. Late Atalante. T.F. by the Swiftſure, near Cork, May 7th, 1794. In ordinary at Woolwich.

FISHGUARD, 38 G. T. B. Martin. Late La Reſiſtance. Taken by the St. Fiorenzo and Nymphe, off Breſt, in March 1797. One of the Ships that landed the French in Wales. Under her preſent commander ſhe has captured L'Immortalite, 44 G. off Breſt, October 20, 1798, one of the Squadron ſent againſt Ireland. At Plymouth.

HEBE, 38 G. W. Burchall. T.F. in 1782, by the Rainbow, Capt. H. Trollope, in the Channel. Length of gun-deck, 150 feet, 1 inch and a half; of the keel, 125 feet, 4 inches and a half. Breadth, 39 feet, 11 inches. Depth, 12 feet, 9 inches. Tons, 1063. Ireland.

HYDRA, 38 G. Sir F. Laforey, Bart. Built at Cleverley's Yard, Graveſend, in 1797. Under orders for the Weſt Indies.

HUSSAR, 38 G. Building in the King's Dock Yard at Woolwich. The old Huſſar was loſt near the Iſle De Bas, in December, 1796. She was a Sixth Rate, built at Sandgate in 1784. Her dimenſions were—Length of gun-deck, 120 feet, 6 inches; of the keel, 99 feet. Breadth, 33 feet, 8 inches. Depth, 11 feet. Tons, 596.

LATONA, 38 G. F. Sotheron. Built on the River Thames in 1781. Length of gun-deck, 141 feet, 3 inches; of the keel, 116 feet, 10 inches. Breadth, 38 feet, 11 inches and three quarters. Depth, 13 feet, 6 inches. Tons, 944. One of Commodore Payne's Squadron in 1795, ſent for her Royal Highneſs the Princeſs Caroline of Brunſwick, then commanded by the Hon. Capt. A. K. Legge. The Latona alſo in 1794 was a repeating Frigate in Lord Howe's action, June 1; and in 1793 was in company with the Phaeton when ſhe captured the Blonde frigate. At Portſmouth.

LEDA, 38 G. Building in the King's Dock Yard at Chatham. The old Leda was built on the River Thames in 1783. Length of gun-deck, 137 feet, 4 inches and a half; of the keel, 113 feet, 9 inches and five eighths. Breadth, 38 feet, 2 inches and a quarter. Depth, 15 feet, 5 inches. Tons, 881.

NAIAD, 38 G. W. Pierrepoint. Built in 1797 in Hill's Yard at Limehouſe. Captured La Decade, 44 G. Aug. 24, 1798. Refitting at Plymouth.

PALLAS, 38 G. J. Edmonds. Late Minerva. Built at Woolwich in 1780. Length of gun-deck, 141 feet; of the keel, 117 feet, 3 inches and three eighths. Breadth, 38 feet, 11 inches and three quarters. Depth, 13 feet, 6 inches. Tons, 944. Was one of Admiral Cornwallis's Squadron, June 17, 1795. At Portſmouth.

PHAETON, 38 Guns. Hon. R. Stopford. Built at Liverpool in 1782. Length of gun-deck, 141 feet; of the keel, 116 feet, 5 inches and a quarter. Breadth, 39 feet and half an inch. Depth, 13 feet, 10 inches and a quarter. Tons, 944. At the beginning of the preſent war this Frigate was commanded by the late Sir Andrew Snape

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[illegible] Douglas, and captured, May 3, 1793, La Prompte, 20 G. the first of that fine taken this war, and the first that was ever launched by the French Republic. In company with the Latona frigate, off Ushant, she captured the Blonde Frigate. Was a Repeating Frigate in Lord Howe's action, June 1, 1794. Was one of Commodore J. W. Payne's Squadron, to convoy her Royal Highness the Princess Caroline to England, in 1795. She has since captured La Bonne Citoyenne, in 1796; La Flore Frigate, in the Channel; L'Hirondelle French letter of marque, and many other prizes, in 1798. Returned to Spithead, January 9th, from a cruize of nine weeks in the Bay of Biskay. At Portsmouth to repair.

LA PRUDENTE, 38 G. In ordinary at Portsmouth. Taken from the French in 1779, by the Ruby, Jamaica, and Eolus, in the West Indies. Afterwards, when commanded by the Hon. W. Waldegrave, she captured L'Americaine Frigate, in 1781. Length of gun-deck, 136 feet; of the keel, 118 feet, 11 inches. Breadth, 37 feet, 9 inches and three quarters. Depth, 10 feet, 10 inches. Tons, 897.

PRINCE OF WALES, 38 G. Armed Transport. Purchased by Government in 1795.

SEA HORSE, 36 G. E. J. Foote. Built at Smart's Yard, Rotherhithe, in 1794. On the 21st of June, 1798, she captured La Sensible Frigate, in the Mediterranean. The colours taken by the French at Malta were on board. Now on that Station.

SALDANHA, 38 G. Late Castor. T.D. by Admiral Elphinstone, in Saldanha Bay, Aug. 17, 1796. Receiving Ship at Plymouth.

TAMER, 36 G. T. Wetham. Built of fir at Chatham in 1796. In the West Indies.

THETIS, 38 G. Hon. A. F. Cochrane. Built on the River Thames in 1782. Length of gun-deck, 141 feet, 6 inches; of the keel, 117 feet, 1 inch and a half. Breadth, 39 feet, 2 inch and a half. Depth, 13 feet, 8 inches. Tons, 954. At Plymouth.

LA TOPAZE, 38 G. J. G. Church. T.F. by Admiral Lord Hood, December, 1793. His Royal Highness Prince Edward came from Halifax in her, 1798. Refitting at Portsmouth.

L'UNITE, 36 G. William Shield, acting. T.F. by the Indefatigable, off the French Coast, 1796. When commanded by Capt. C. Rowley, she captured La Decouverte in 1797. At Sheerness.

L'URANIE, 36 G. C. H. Towry. Late La Tortue. T.F. off Ireland, by the Polyphemus, Jan. 5, 1797. In the Mediterranean.

BELLE POULE, 36 G. Receiving Ship at Sheerness. T.F. in 1779, by the Nonsuch, Sir James Wallace.

CAROLINE, 36 G. —— Bowen. Built at Randall's Yard, Rotherhithe, in 1795. She captured the Pandour, of 14 G. in the North Seas, 1795; and a Corvette, of 22 G. near Lisbon, in 1798. At Lisbon.

CONCORDE, 36 G. Taken near St. Eustatia by the Magnificent, Prudent, and St. Alban's, from the French, in 1793. Length of gun-deck, 142 feet, 11 inches; of the keel, 118 feet, 10 inches. Breadth, 37 feet, 6 inches. Depth, 11 feet, 7 inches. Tons, 889. Was commanded by Sir R. Strachan in April, 1794, when she captured L'Engageante Frigate, off the Isle de Bas. She was commanded in 1797 by the late Captain Bagot. At present in the West Indies.

CRESCENT, 36 G. Repairing at Chatham. This Frigate at the beginning of the war was commanded by Sir J. Saumarez, and captured the Reunion Frigate off Cherburg. She was also with Admiral Elphinstone at Saldanha Bay, Aug. 17, 1796. Built at Burfleedon in 1784. Length of gun deck, 137 feet, 2 inches and a half. Breadth, 38 feet, 5 inches and a half. Tons, 887 and eighty five ninety fourths.

DORIS, 36 G. Lord Rancliffe. Built at Cleverley's Yard, Gravesend 1795. She captured La Cigne, off Scilly, May 7, 1796, when commanded by the Hon. C. Jones. She was also in company with the Unicorn and Druid, when they captured the Ville de L'Orient, a French Store Ship, 36 Guns, off Ireland, January 7, 1797. Ireland.

DRYAD, 36 G. C. J. M. Mansfield. Built at Barnard's Yard in 1795. She captured L'Abeille, 14 Guns, off the Lizard, May 2d, 1796, when commanded by the late Captain Fullings. June 1, 1796, when under the command of Lord A. Beauclerk, she captured, off Cape Clear, the Proserpine, 44 Guns; now the Amelia. Ireland.

EMERALD, 36 G. T. M. Waller. Built at Pitcher's Yard, Northfleet, in 1795. The old Emerald was built at Hull in 1762. Her dimensions were:—Length of gun-deck, 125 feet; of the keel, 103 feet, 4 inches and a quarter. Breadth, 35 feet, 2 inches and a half. Depth, 12 feet. Tons, 681. Now in the Mediterranean.

FLORA, 36 G. R. G. Middleton. Built at Deptford in 1780. Captured in the last war Le Castor, Dutch Frigate, in 1781; afterwards retaken by some French Frigates. In 1780, under the same active commander, Capt. W. F. Williams, she captured La Nymphe Frigate, off Brest; which Ship distinguished herself so much under Sir E. Pellew. What is remarkable, the Nymphe was captured by the Flora in the same manner that she herself afterwards took the Cleopatra; a shot carrying away the wheel of the tiller, perfectly disabled it, and the Ship becoming in consequence ungovernable, fell on board her antagonist, the crew of which immediately boarded and took her. Sir J. B. Warren commanded the Flora at the beginning of the present war. Under his command she captured La Vipere of 18 Guns; also, in company with the Melampus, recaptured L'Arethusa and L'Alerte, and took La Pomone, 44 G. and La Babet of 20, off the Isle de Bas. Length of gun-deck, 137 feet. Breadth, 38 feet. Tons, 869. Lisbon.

GLENMORE, 36 G. G. Duff. Built of fir in 1796. Now refitting at Plymouth.

INCONSTANT, 36 G. M. Pomfonby. Built on the River Thames in 1783. Length of gun-deck, 137 feet, 9 inches; of the keel, 114 feet, 2 inches. Breadth, 38 feet, 3 inches and a half. Depth, 13 feet, 5 inches. Tons, 890. In the Channel.

MELAMPUS, 36 G. G. Moore. Built at Bristol in 1785. Length of gun-deck, 141 feet, 2 inches and a quarter; of the keel, 127 feet, 8 inch. Breadth, 39 feet. Depth, 13 feet, 11 inches. Tons, 947. When Capt. Coffin had the command of this Ship, in August, 1793, he saved a man's life who had fallen into one of the docks at Liverpool, by jumping in after him. The Melampus captured a French Frigate, 40 Guns, off Ireland, October 12, 1798. Refitting at Plymouth.

LA MODESTE, 36 G. In ordinary at Portsmouth, to repair. T.F. by the Bedford in the Mediterranean, October 7, 1793, dispatched from Lord Hood's Squadron in the Mediterranean.

LA NEREIDE, 36 G. Rebuilding at Plymouth. T.F. by the Phœbe, off Scilly, December 22, 1797.

L'OISEAU, 36 G. S. H. Linzee. Late La Cleopatre. Taken by the Nymphe, off the Start, June 18, 1793. E. Indies.

PERSEVERANCE, 36 G. At Portsmouth to repair. Built on the River Thames in 1781. Length of gun-deck, 137 feet; of the keel, 113 feet, 4 inches and a quarter. Breadth, 38 feet, 3 inches. Depth, 13 feet, 5 inches. Tons, 882.

PHOEBE, 36 G. R. Barlow. Built at Dudman's Yard, Deptford, in 1795. This Ship captured L'Ambuscade, off Scilly, January 19, and La Bergere Frigate, December 22, 1797. Cruising.

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PHOENIX, 36 G. L. W. Halfted. Built at Burfledon in 1783. Length of gun-deck, 137 feet, 1 inch; of the keel, 113 feet, 2 inches and feven-eighths. Breadth, 38 feet, 3 inches and three quarters. Depth, 13 feet, 5 inches. Tons, 884.

PENELOPE, 36 G. H. Blackwood. Built at Buckler'fhard in 1798. Captured the Geolan, the firft French fhip taken this war, in April, 1793. At Spithead.

ROMULUS, 36 G. Built on the River Thames in 1785. Length of gun-deck, 137 feet, 2 inches; of the keel, 113 feet. Breadth, 38 feet, 3 inches. Depth, 13 feet, 3 inches and a half. Tons, 879. Captured, May 24, 1798, La Noftra Signiora del Rofario, a Corvette, off Cadiz. The old Romulus, when taken in N. America by a French fhip of the line and two frigates, in 1781, was commanded by Capt. G. Gregton. Now at Plymouth.

SANTA MARGARITA, 36 G. G. Parker. T.S. in 1780, by the Squadron under Commodore Johnftone, off the Coaft of Portugal. This beautiful frigate, under the command of Captain T. B. Martin, recaptured the Thames Frig. near Waterford, June 7, 1796. In 1797, when commanded by Capt. G. Parker, the captured El San Francifco, off Ireland, June 21. Length of gun-deck, 145 feet, 6 inches; of the keel, 123 feet, 6 inches and one eighth. Breadth, 38 feet, 10 inches and a half. Depth, 11 feet, 8 inches and a half. Tons, 993. Cruifing.

SENSIBLE, 36 G. J. B. Hay. T.F. by the Sea Horfe, in the Mediterranean, 1798, having on board the colours feized by the French at Malta. Refitting at Portfmouth.

SIRIUS, 36 G. R. King. Built of fir at Dudman's Yard, Deptford, in 1797. Captured the Fury, 36 Guns, and Waakfaamheid, of 26 Guns, two Dutch Frigates, in the North Seas, October 24, 1798. Sheerneſs.

THALIA, 36 G. At Lisbon. Built at Burfledon in 1782. Length of gun-deck, 137 feet, 1 inch; of the keel, 113 feet, 3 inches and a quarter. Breadth, 38 feet, 3 inches. Depth, 13 feet, 3 inches. Tons, 861.

THULEN, 36 G. T.D. as a prize, in Hamoaze, by Vice-Admiral Onflow, and the Ships of War at Plymouth, 1796. Receiving Ship at Plymouth.

TRENT, 36 G. Built of fir at Woolwich, in 1796. Now at Jamaica.

AMPHION, 32 G. R. H. A. Bennett. Built at Bett's Yard, Mifley Thorn, in 1798. The old Amphion that blew up at Plymouth, was built at Chatham in 1780. Her dimenfions were:—Length of gun-deck, 126 feet, 1 inch; of the keel, 104 feet, 3 inches. Breadth, 35 feet. Depth, 12 feet, 2 inches. Tons, 679. She was launched at Chatham, December 25, 1780, and commanded by Capt. Bazeley. Now on the African Station.

AEOLUS, 32 G. Receiving Ship at Sheerneſs. Built on the River Thames in 1758. Length of gun-deck, 125 feet, 5 inches and a half; of the keel, 103 feet, 6 inches and five eighths. Breadth, 35 feet, 5 inches. Depth, 12 feet. Tons, 704. One of the Ships which captured Le Prudente in the Weſt Indies, 1779.

L'AIMABLE, 32 G. H. Raper. T.F. in 1782, by Rear-Admiral Lord Hood's Squadron, in the Mona Paſſage, Weſt Indies. Length of gun-deck, 133 feet, 5 inches; of the keel, 109 feet, 5 inches. Breadth, 36 feet, 8 inches. Depth, 11 feet. Tons, 782. Fitting at Deptford.

ALARM, 32 G. E. Fellowes. Built at Harwich in 1758. Length of gun-deck, 125 feet. Breadth, 35 feet, 3 inches. Tons, 683. This was the firſt Frigate on which copper was tried. Now at Jamaica.

ALCMENE, 32 G. G. Hope. Built at Chatham in 1794. In the Mediterranean.

AMBUSCADE, 32 G. H. Jenkins. As this Frigate was not taken at the beginning of the preſent year, we have inſerted it. Built on the River Thames in 1773. Length of gun-deck, 126 feet, 3 inches; of the keel, 104 feet, 1 inch. Breadth, 35 feet, 1 inch and three quarters. Depth, 12 feet, 2 inches. Tons, 684.

ANDROMACHE, 32 G. R. Lawrie. Built on the River Thames in 1781. Length of gun deck, 126 feet, 2 inches; of the keel, 104 feet. Breadth, 35 feet, 2 inches. Depth, 12 feet, 2 inches. Tons, 683. At Portſmouth.

ANDROMEDA, 32 G. W. Taylor. Built at Liverpool in 1784. Length of gun-deck, 129 feet; of the keel, 106 feet, 9 inches and three quarters. Breadth, 35 feet, 5 inches and a half. Depth, 12 feet, 7 inches. Tons, 714. At Sheerneſs.

AQUILON, 32 G. T. Boys. Built on the River Thames in 1786. A Repeating Frigate in Lord Howe's action, June 1, 1794. She was alſo in Lord Bridport's action, June 23, 1795. Length of gun-deck, 129 feet, 2 inches; of the keel, 107 feet. Breadth, 35 feet, 8 inches. Depth, 12 feet, 7 inches and a half. Tons, 724. At Jamaica.

ASTREA, 32 G. R. Dacres. Built at Cowes in 1781. Was in Lord Bridport's action, June 23, 1795. She captured La Gloire, 40 G. in the Channel, April 20, 1795. Length of gun-deck, 126 feet. Breadth, 35 feet, 9 inches. Tons, 703. In the North Sea.

L'AURORE, 32 G. R. D. Dunn. Taken at Toulon by Admiral Lord Hood, in 1793. Stationed as a Priſon Ship at Gibraltar. The preſent commander ſucceeded Capt. G. Clarke, who ſucceeded Capt. Woodhouſe.

BLANCHE, 32 G. Repairing at Portſmouth. Built at Burfledon in 1786. This Frigate had a very deſperate action in the Weſt Indies with the Pique of ſuperior force, in which the gallant Capt. Faulknor loſt his life; but the French Ship was captured. Mr. Milne, the firſt Lieutenant, was appointed to command the Pique, for his diſtinguiſhed bravery. She was afterwards wrecked off the Saints, June 29, 1798, when engaging La Seine Frigate, 42 Guns. By the timely aſſiſtance of the Jaſon and Mermaid, La Seine was taken, and Capt. Milne ſucceeded to the command. The Blanche has captured the Vengeur, the Revolutionaire, 20 G, and the Sans Culotte, 22 G. during the preſent war. Length of gun-deck, 129 feet; of the keel, 107 feet and three eighths of an inch. Breadth, 35 feet, 7 inches and a half. Depth, 12 feet, 7 inches. Tons, 722.

BLONDE, 32 G. D. Dobree. Built at Burfledon in 1787. Length of gun-deck, 126 feet, 6 inches. Breadth, 35 feet, 1 inch. Tons, 682. At Spithead.

BOSTON, 32 G. J. E. Douglas. Built on the River Thames in 1762. Length of gun-deck, 127 feet, 5 inches; of the keel, 107 feet, 8 inches. Breadth, 34 feet, 4 inches and a quarter. Depth, 12 feet and half an inch. Tons, 676. At the beginning of the war, this Ship had a ſevere engagement with L'Ambuſcade Frigate, ſince captured by Sir J. B. Warren. In this engagement Monſ. Bompard commanded L'Ambuſcade, and Capt. G. W. A. Courtney, the Boſton; the latter of whom loſt his life. Now cruiſing.

CASTOR, 32 G. E. L. Gower. Built at Harwich in 1785. Length of gun-deck, 126 feet. Breadth, 35 feet, 1 inch. Tons, 680 and ſeventy ſeven ninety fourths. This Frigate was taken by the French off Ireland, May 9, 1796, and retaken by the Carysfort off the Lizard, May 29, 1794. Fitting at Plymouth.

CERBERUS, 32 G. J. M'Namara. Built at Southampton in 1794. Repairing at Portſmouth.

CERES, 32 G. R. H. Pearſon. Built at Liverpool in 1781. Length of gun-deck, 129 feet, 4 inches and a half; of the keel, 103 feet, 9 inches. Breadth, 35 feet, 5 inches. Depth, 12 feet, 11 inches and a half. Tons, 692. At Jamaica.

CLEOPATRA, 32 G. J. Pellew. Built at Briſtol in 1779. Length of gun-deck, 126 feet, 5 inches; of the keel, 104 feet, 6 inches and a quarter. Breadth, 33 feet, 2 inches and a half. Depth, 12 feet, 1 inch and three quarters. Tons, 689. America.

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DEDALUS, 32 G. H. L. Ball. Built at Liverpool in 1780. She was commanded in 1793 by Capt. Sir C. Knowles. Length of gun-deck, 125 feet, 7 inches: of the keel, 103 feet, 1 inch. Breadth, 35 feet, 8 inches. Depth, 11 feet, 10 inches and three quarters. Tons, 702 and fifty ninety fourths. East Indies.

DANAE, 32 G. Lord H Proby. T.F. in 1779, in Concale Bay, by the Experiment. Length of gun-deck, 129 feet, 3 inches: of the keel, 107 feet, 2 inches. Breadth, 34 feet, 9 inches. Depth, 10 feet, 6 inches and a quarter. Tons, 689. At Woolwich to repair.

DRUID, 32 G. C. Apthorp. Built at Briſtol in 1783. Length of gun-deck, 129 feet, 1 inch and a quarter: of the keel, 107 feet, 1 inch and three eighths. Breadth, 35 feet, 5 inches and ſeven eighths. Depth, 12 feet, 8 inches. Tons, 717 and fifty ſeven ninety fourths. At Spithead.

EURUS, 32 G. Late Zephyr. T.D. in the Firth of Forth, by the Andromeda, Ranger, and Kite, March 6, 1796. At Portſmouth.

FOX, 32 G. P. Malcolm. Built at Burſledon in 1780. Length of gun-deck, 126 feet, 2 inches and a quarter. Breadth, 35 feet, 5 inches and three quarters. Tons, 697. Eaſt Indies.

GALATEA, 32 G. G. Byng. Built at Portſmouth in 1794. Refitting at Plymouth.

GREYHOUND, 32 G. T. Hardy. Built at Miſſleythorn in 1783. Length of gun-deck, 126 feet: of the keel, 103 feet, 11 inches and five eighths. Breadth, 35 feet, 1 inch and a half. Depth, 12 feet, 2 inches. Tons, 682. Jamaica.

HEROINE, 32 G. In ordinary at Portſmouth. Built at Bucklerſhard in 1783. Length of gun-deck, 130 feet, 11 inches and a half of the keel, 107 feet, 10 inches and three eighths. Breadth, 36 feet, 10 inches and a quarter. Depth, 13 feet. Tons, 779. Portſmouth.

IPHIGENIA, 32 G. Hoſpital Ship at Plymouth. Built at Miſſleythorn in 1780. Length of gun-deck, 126 feet, 2 inches. Breadth, 35 feet and half an inch. Tons, 681. At Plymouth.

IRIS, 32 G. G. Briſtac. Built on the River Thames in 1783. Length of gun-deck, 126 feet, 2 inches and a half. Breadth, 35 feet, 3 inches and a half. Tons, 688. Nore.

JANUS, 32 G. Late Argo. T.D. by the Phœnix, Capt. Halſted, off the Texel, May 12, 1796. In ordinary at Deptford.

JUNO, 32 G. Geo. Dundas. Built on the River Thames in 1780. Length of gun-deck, 126 feet, 6 inches and a half. Breadth, 35 feet, 2 inches and a quarter. Tons, 689.

LOWESTOFFE, 32 G. R. Plampin. Built on the River Thames in 1761. Length of gun-deck, 130 feet, 6 inches: of the keel, 108 feet, 1 inch and a half. Breadth, 35 feet, 3 inches and three quarters. Depth, 12 feet, 6 inches. Tons, 717. This Frigate, in company with the Dido, captured La Minerve, 42 G. in the Mediterranean, June 24, 1795. Fitting at Plymouth.

LA LUTINE, 32 G. J. Monkton. T.F. by Admiral Lord Hood, December, 1793. North Sea.

MAGICIENNE, 32 G. W. Ogilvy. T.F. in 1781, in N. America, by the Chatham, when commanded by the late Sir A. S. Douglas. Length of gun-deck, 143 feet, 9 inches: of the keel, 118 feet, 4 inches and a half. Breadth, 39 feet, 2 inches and a half. Depth, 12 feet, 4 inches and a half. Tons, 968. Jamaica.

MAIDSTONE, 32 G. R. Donelly. Built of fir at Deptford in 1796. Jamaica.

MELEAGER, 32 G. C. Ogle. Built on the River Medway in 1785. Length of gun-deck, 126 feet; of the keel, 104 feet. Breadth, 35 feet, 1 inch and a half. Depth, 12 feet, 2 inches and a half. Tons, 682. Weſt Indies.

MERMAID, 32 G. J. Newman. Built at Sheerneſs in 1784. Length of gun-deck, 126 feet. Breadth, 35 feet, 5 inches. Tons, 693. Refitting at Plymouth.

NARCISSUS, 32 G. Building in the King's Yard at Deptford.

NIGER, 32 G. At Deptford, to repair. This Frigate was in Lord Bridport's action, June 23, 1795. Built at Sheerneſs in 1759. Length of gun-deck, 125 feet. Breadth, 35 feet, 2 inches. Tons, 679.

ORPHEUS, 32 G. W. Hals. Built in 1780 on the River Thames. This Frigate was laſt war commanded by Capt. Colpoys, and, in company with the Roebuck, Capt. Andrew Snape Douglas, captured the Confederacy, 36 G. in N. America, 1780. Length of gun-deck, 126 feet, 4 inches. Breadth, 35 feet, 2 inches and a quarter. Tons, 688. Eaſt Indies.

PEARL, 32 G. S. J. Ballard. Built at Chatham in 1762. She, laſt war, when commanded by Capt. G. Montague, captured L'Eſperance Frigate, 36 G. In 1779 ſhe alſo took the Santa Monica, 36 G. in the Bay of Biſcay. Length of gun-deck, 125 feet and half an inch. Breadth, 35 feet, 3 inches. Tons, 683. Africa.

PROSELYTE, 32 G. G. Fowke. Late Jaſon. Refitting at Plymouth.

QUEBEC, 32 G. Built at Burſledon in 1781. The old Quebec, in which Capt. Farmer gained ſuch immortal glory, and would never deſert, blew up after her action with the Surveillante Frigate, in 1779. Dimenſions of the preſent:—Length of gun-deck, 126 feet, 3 inches: of the keel, 104 feet, 2 inches. Breadth, 35 feet, 6 inches and a half. Depth, 12 feet, 1 inch and a half. Tons, 699 and eighty one ninety fourths. In ordinary at Portſmouth.

SHANNON, 32 G. A. Pfaffer. Built of fir at Deptford in 1796. Plymouth.

SOLEBAY, 32 G. S. Poyntz. Built on the River Thames in 1785. Length of gun-deck, 126 feet, 3 inches and a half. Breadth, 35 feet and three quarters of an inch. Tons, 683 and ſix ninety fourths. Weſt Indies.

SOUTHAMPTON, 32 G. John Harvey. Built on the River Thames in 1757. Length of gun-deck, 124 feet, 4 inches. Breadth, 35 feet. Tons, 671. Weſt Indies.

STAG, 32 G. J. S. Yorke. Built at Chatham in 1794, on a larger ſcale than Frigates of the ſame rate generally are. Length of gun-deck, 135 feet; of the keel, 112 feet, 8 inches and a quarter. Breadth, 36 feet. Depth, 12 feet, 6 inches. Tons, 776. Cruiſing.

SUCCESS, 32 G. P. Wilkinſon. Built at Liverpool in 1781. Length of gun-deck, 126 feet. Breadth, 35 feet, 2 inches. Tons, 683. Channel.

SYREN, 32 G. T. Le M. Goſſelin. Built at Miſſleythorn in 1782. Length of gun-deck, 126 feet. Breadth, 35 feet and three quarters of an inch. Tons, 679. Weſt Indies.

THAMES, 32 G. W. Lukin. Built at Bewley in 1758. Length of gun-deck, 127 feet: of the keel, 104 feet, 8 inches and a half. Breadth, 34 feet, 4 inches. Depth, 11 feet, 9 inches. Tons, 656. This Frigate was taken by three French ones in 1793, and retaken by Capt. Martin in the Santa Margarita, off Waterford, June 7, 1796. Spithead.

TERPSICHORE, 32 G. W. H. Gage. Built at Miſſleythorn in 1785. Was commanded by the gallant Capt. Bowen in the expedition againſt Teneriffe, when he loſt his life. Length of gun-deck, 126 feet; of the keel, 103 feet, 11 inches and five eighths. Breadth, 35 feet, 1 inch and a half. Depth, 12 feet, 2 inches. Tons, 682. At Lisbon.

TRITON, 32 G. E. Griffith, acting. Built of fir at Deptford in 1796. Cruiſing

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UNICORN, 32 G. James Young. Built at Chatham in 1794; launched the 15th of July. The Unicorn is a remarkable fine Frigate. She captured, June 7th, 1796, near Waterford, the Tribune, 44 G. She alſo took L'Orient, 36 G. in company with the Doris and Druid, off Ireland, January 7, 1797. The Comet, a Dutch Sloop of War, was alſo her prize, Aug. 28, 1795; now the Penguin. Dimenſions of the Unicorn are:—Length of gun-deck, 135 feet; of the keel, 112 feet, 8 inches and a quarter. Breadth, 36 feet. Depth, 12 feet, 6 inches. Tons, 776. Ireland.

VENUS, 32 G. T. Graves. Built at Liverpool in 1758. Was a Repeating Frigate with Lord Howe, June 1, 1794. Length of gun-deck, 128 feet, 4 inches and a half; of the keel, 106 feet, 3 inches. Breadth, 35 feet, 9 inches. Depth, 12 feet, 4 inches. Tons, 722. Newfoundland.

WINCHELSEA, 32 G. At Portſmouth, to refit. Built at Sheerneſs in 1764. Length of gun-deck, 125 feet; of the keel, 103 feet, 4 inches. Breadth 35 feet, 2 inches. Depth, 12 feet. Tons, 679.

Sixth Rates.

LA TOURTERELLE, 30 G. At Deptford to repair. T.F. by the Lively, Capt. Burlton, off Uſhant, March 13, 1795.

ALLIGATOR, 28 G. In ordinary at Portſmouth. Built at Sandgate in 1787. Length of gun-deck, 120 feet, 6 inches; of the keel, 99 feet, 5 inches. Breadth, 33 feet, 7 inches and a half. Depth, 11 feet. Tons, 599 and forty two ninety fourths. This Ship, in Auguſt, 1793, captured a French Weſt Indiaman, valued at 40,000l.

AMPHITRITE, 28 G. C. Ekins. Built at Southampton in 1778. Late Pomona. Length of gun-deck, 120 feet, 6 inches. Breadth, 33 feet, 6 inches. Tons, 594. Weſt Indies.

AURORA, 28 G. T. G. Caulfield. Built on the River Thames in 1777. Length of gun-deck, 120 feet, 6 inches; of the keel, 99 feet, 4 inches. Tons, 596. Lisbon.

BOREAS, 28 G. Slop Ship. Built at Hull in 1774. Length of gun-deck, 124 feet, 6 inches; of the keel, 103 feet, 11 inches. Breadth, 33 feet, 8 inches. Depth, 10 feet, 11 inches and a half. Tons, 626.

BRILLIANT, 28 G. Hon. C. Paget. Built at Bucklerſhard in 1779. Length of gun-deck, 120 feet, 6 inches and a quarter; of the keel, 99 feet, 6 inches. Breadth, 33 feet, 8 inches. Depth, 11 feet. Tons, 600. This Frigate ran foul of, and ſwept away the laſt of the maſts of the Royal George that remained above water at Spithead; ſince which time a buoy has been placed over the wreck. Convoy from Newfoundland.

CARYSFORT, 28 G. J. Turnor. Built at Sheerneſs in 1766. When put in commiſſion, in Auguſt, 1779, the command of her was given to Capt. Laforey. Length of gun-deck, 118 feet, 4 inches; of the keel, 97 feet, 3 inches and a half. Breadth, 33 feet, 8 inches. Depth, 10 feet, 6 inches. Tons, 586. Eaſt Indies.

CIRCE, 28 G. R. Winthrop. Built at Dover in 1785. Length of gun-deck, 120 feet, 6 inches and five eighths; of the keel, 99 feet, 5 inches. Breadth, 33 feet, 7 inches and three quarters. Depth, 11 feet. Tons, 598. North Sea.

CYCLOPS, 28 G. In ordinary at Portſmouth. Built on the River Thames in 1779. Tons, 603.

DIDO, 28 G. In ordinary at Portſmouth. Built at Sandgate in 1784. Was in company with the Loweſtoffe, when the Minerve Frigate was captured. Length of gun-deck, 120 feet, 5 inches. Breadth, 33 feet, 7 inches. Tons, 595 and forty nine ninety fourths.

ENTERPRIZE, 28. Receiving Ship at the Tower. Built at Deptford in 1774. This Frigate was, laſt war, commanded by Capt. John Willett Payne. Length of gun-deck, 120 feet, 6 inches; of the keel, 99 feet, 6 inches. Breadth, 33 feet, 6 inches. Depth, 11 feet. Tons, 594.

GARLAND, 28 G. Late Sibyl. Built at Bucklerſhard in 1779. Length of gun-deck, 120 feet, 7 inches. Tons, 599. Cape of Good Hope.

GRANA, 28 G. Convaleſcent Ship at Sheerneſs. T.S. by the Cerberus, Capt. R. Mann, in 1781. Length of gun-deck, 117 feet, 10 inches; of the keel, 97 feet. Breadth, 31 feet, 11 inches and three quarters. Depth, 9 feet, 4 inches. Tons, 527 and ſixty ninety fourths.

HIND, 28 G. J. Larcum. Built at Sandgate in 1785. Tons, 592 and fifty nine ninety fourths. Bahama.

LAPWING, 28 G. T. Harvey. Built at Dover in 1785. Length of gun-deck, 120 feet, 6 inches. Tons, 597 and eighty two ninety fourths. Weſt Indies.

LIZARD, 28 G. In ordinary at Portſmouth. Built on the River Thames in 1757. Tons, 595.

MERCURY, 28 G. T. Rogers. Built on the River Thames in 1779. Length of gun-deck, 120 feet, 9 inches and three quarters. Tons, 605. Spithead.

NEMESIS, 28 G. R. D. Oliver. Built at Liverpool in 1780. Taken by three French Frigates at Smyrna, May, 1795. Retaken by the Egmont, Capt. Sutton, near Tunis, March 9th, 1796. Length of gun-deck, 120 feet, 7 inches. Tons, 598. North Sea.

PEGASUS, 28 G. Built at Deptford in 1779. Length of gun-deck, 120 feet, 6 inches. Tons, 594. Portſmouth.

PROSERPINE, 28 G. James Wallis. Built at Harwich in 1777. Length of gun-deck, 120 feet, 6 inches. Tons, 595.

THISBE, 28 G. C. D. Pater. Built at Dover in 1783. Tons, 596. Plymouth.

VESTAL, 28 G. C. White. Built on the River Thames in 1779. Tons, 601. Sheerneſs.

VINDICTIVE, 28 G. T.D. Auguſt 17, 1796. Late Bellona. Sheerneſs.

DAPHNE, 26 G. T.D. Auguſt 17, 1796. Late Sirene. Sheerneſs.

JAMAICA, 26 G. Samuel Brooking. Late Percante. T.F in April, 1796. Jamaica.

MARSOUIN, 26 G. T.F. March, 1795. Weſt Indies.

PRINCESS, 26 G. Guard Ship at Cork. Late Williamſtadt. T.D. September 14, 1795.

WEYMOUTH, 26 G. C. Ryder. Purchaſed by Government for the Tranſport Service, 1796. Portſmouth.

CALCUTTA, 24 G. R. Foulden. Purchaſed by Government for the Tranſport Service, 1795. Mediterranean.

COROMANDEL, 24 G. Purchaſed by Government for the Tranſport Service, in 1795. Mediterranean.

CHAMPION, 24 G. G. E. Hammond. Built at Ipſwich in 1779. Length of gun-deck, 114 feet, 5 inches; of the keel, 94 feet, 3 inches. Breadth, 32 feet, 2 inches. Depth, 10 feet, 4 inches. Tons, 519. North Sea.

LA CONSTANCE, 24 G. T.F. March, 1797. Coaſting Convoy.

DROMEDARY, 24 G. T. Leaf. Built in 1779. Store Ship, Weſt Indies.

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MEMOIRS OF
NAVIGATION AND COMMERCE,
FROM THE EARLIEST PERIODS.

No. I.

By Heaven's decree, so sacred records tell,
The ponderous bark first brav'd the billowy swell.
PYE'S NAVCRATIA.

TO trace in a clear yet concise manner the history of Navigation and Maritime Commerce, from the earliest periods to the present time, is a duty imposed on us by the very nature of our undertaking; and will occasionally occupy, as it deserves, a considerable portion of our attention.

On reviewing the annals of the early ages, it has been too much the custom to neglect the information which is afforded by the pages of Holy Writ, and to resort rather to the specious and more diffusive authority of pagan writers. The origin of navigation, if we trace it from the observation of aquatic birds, the astonishing formation of the nautilus *, or the floating trunk and the leafy sail, had certainly an inconsiderable original: but if we regard it as proceeding from that ark, which Noah formed by the appointment and direction of God, we considerably augment our veneration for a subject so peculiarly the boast and glory of Great Britain.

* Bonani observes that this genus of shell fish is well named from the Greek ναυτιλος, which signifies both a *ship*, and a *sailor*; for that the shells of all the nautili carry the appearance of a ship with a very high poop. When this species intends to sail, it expands two of its arms, and between these supports a membrane, which it throws out on this occasion for its sail; its two other arms hang out of the shell, and serve occasionally either as oars, or as a steerage. When the sea is calm, numbers are seen diverting themselves in this manner; but as soon as a storm arises, or any thing interrupts them, they draw in their legs, and receive as much water as makes them specifically heavier than that in which they float, and then sink to the bottom. When they rise again, they get rid of this water by a number of holes. There is an exact account of this curious animal in the Gent. Mag. vol. xxii. p. 6, 7, 8, and 301; and also vol. xxv. p. 128.

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The ark was the first vessel ever known to have floated on the face of the deep. "To the immediate interposition of God, says Burchett*, are we to attribute the invention of shipping, as we are to his concurring providence, those improvements which have been since made therein, and the perfection it is arrived to at this time." We can neither discern the necessity of controverting the fact, nor perceive the smallest reason to doubt its truth. This ark, ship, or whatever else it may be called, had neither oars, sails, masts, yards, rudder, nor any sort of rigging whatsoever; being guided by divine providence, and having no particular port, or coast to arrive at, it was only formed to float upon the waters, and when these were dried up, it rested on the mountains of Ararat. The length of it appears to have been 450 feet, the breadth 75, and the height 45. Its form was rectangular †. The wood with which it was built, and which in Scripture is styled *gopher-wood*, was from the cypress tree, as being, according to Vitruvius, the least subject to decay: the sap, which pervades every part of that wood, is so very offensive, that no worm, or other corroding animal, will touch it. The structure of the ark was certainly adapted to the burthen it was to carry, and the weather it was to endure; and in these respects may be considered as the most complete and perfect model that ever was devised ‡.

* Burchett's Naval History, chap. i.

† About the beginning of the last century, Peter Janson, a Dutch merchant, caused a ship to be built for him, answering in its respective proportions to those of Noah's ark. At first this ark was looked upon no better than as a fanatical vision of this Janson, who was by profession a Menonist, and whilst it was building he and his ship were made the sport of the seamen. But afterwards it was discovered, that ships built in this manner, were in time of peace beyond all others most commodious for commerce; because they would hold a third part more, without requiring any addition of hands.—Bibliotheca Biblia, vol. i. Occas. Annot. 13.

‡ Catcott, in his learned and valuable Treatise on the Deluge, published in 1761, gives a collection of the principal heathen accounts of the flood. The Roman as described by Ovid. The Grecian, Syrian, and Arabian, as recorded by Lucian. The Egyptian, as retained under the history of Osiris and Typhon, from Plutarch. The Babylonian as preserved by Josephus and Berosus. The Assyrian, from Abydenus, as recorded by Eusebius. The Persian, from Dr.

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If, as Mr. Locke observes, in his history of navigation, we give credit to poets, and poetical writers, we shall find Neptune covering the Mediterranean sea with his mighty fleets, as admiral under his father Saturn, supposed to be Noah, as Neptune is to be Japheth, and to *him* is ascribed the first building of ships, with sharp stems, or heads shod with iron or brass. Not many years after the flood, it became necessary for the descendants of Noah to employ themselves in the science of constructing ships, to convey themselves and families to their respective allotments of territory. The Isles of the Gentiles * were assigned to the sons of Japheth. Kittim a grandson of Japheth, according to Josephus, settled in Cyprus; and from his name, not only all islands in general, but most maritime places, were in the Hebrew language termed Kittim.

Isis, who reigned in Egypt with her husband Osiris about the year of the world 2230, and was afterwards worshipped under the names of Cybele and Ceres, first invented the use of sails. She was in consequence of this valuable discovery raised to that elevation, which credulity in those early periods too readily assigned to the benefactors of mankind; and so entirely was she believed to preside over the sea, that it afterwards became an established custom for the mariner, who had escaped from the perils of shipwreck, to suspend in her temple the votive tablet of his gratitude.

In the forty-ninth chapter of Genesis, verse 13, we have an authentic testimony of the antiquity of shipping. The patriarch Jacob dying, about the year of the world 2315, in blessing his twelve sons, says of Zebulun—*Zebulun shall dwell at the haven of the sea, and he shall be for an haven of ships.* This likewise shews the great antiquity of the Phœ-

Hyde's *Historia veterum Persarum*, &c.—The accounts of the flood as retained by the inhabitants of the East Indies.—As preserved among the Chinese.—The descriptions of it given by the several nations of America in general.

See also the Indian History of the Deluge, in a literal translation by Sir W. Jones from the Bhagavat, of the first Purana.—Asiatic Researches, vol. i.

* The Isles of the Gentiles included the continent of Europe, the northern parts of Asia, and Asia Minor, with all the islands of the Mediterranean and Ægean Sea.

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nician commerce and navigation; being prior, by almost two hundred years, to the coming of Danaus, surnamed Armais, from Egypt to Argos, with the first ship that had ever been seen by the Greeks; who, until that period, had only used floats or rafts *. The learned Dupin, in his universal library of historians, is very positive that the Phœnicians were the first who practised navigation, and established colonies into Africa, Spain, and the Mediterranean islands.

The Arabians, Egyptians, and Phœnicians, we should however imagine were the earliest in the practice of navigation: the inhabitants of the sea coasts, and isles of Syria, Lesser Asia, and Greece, appear to have followed them †. It seems most probable, with all due deference to the opinion of others, that the inhabitants of Arabia were those that first made long voyages: no country could be better situated for the purpose than a peninsula washed by the Arabian, Indian, and Persian seas. It certainly was very early inhabited, and the first notice we have of any considerable trade in the world refers it to the Ishmaelites, who were settled in the hither part of Arabia. This country was in ancient times famous for spices; but, whatever poets may have fancied of the fragrant breezes of Araby, it certainly was a mistake to suppose that any actually grew there. The Arabians traded to the East Indies, and from thence only came their spices, their rich gums, their sweet-scented woods, and ivory. Soon after the establishment of their monarchy the Egyptians opened a trade between the Arabian Gulph, and the western coast of the great Indian Continent;

* Anderson's History of Commerce.

† Mr. Wood in his essay on Homer, has the following remark: "From the general character by which Homer constantly distinguishes the Phœnicians, as a commercial and seafaring people, it has been naturally supposed, that he was indebted to that nation for much of his information with regard to distant voyages. I think we cannot be at a loss to account for the poet's acquiring, *at home*, all the knowledge of this kind which we meet with in his works. We know the Ionians were amongst the earliest navigators, particularly the Phocæans and Milesians. The former are expressly called the discoverers of Adria, Iberia, Tuscany, and Tartessus."

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but their attention to Navigation and Commerce was but of short duration. The long fertile valley of Egypt soon rendered its inhabitants careless of the productions of other countries; and amid the indolence which succeeded, they were soon induced to renounce all intercourse with foreigners. They in consequence held all sea-faring persons in detestation, and fortifying their own harbours, denied admittance to strangers *. In the decline of their power they again opened their ports, and resumed communication with the rest of the world.

The Phœnicians †, who in Scripture are called Philistines, or Canaanites, made the greatest discoveries of any nation, and carried trade and commerce into the most distant regions. The prophet Ezekiel ‡, speaking of Tyre says, it is situate at the entrance of the sea, is a merchant for many isles; its ship-boards are of fir-trees of Senir, their masts of cedars from Lebanon, their oars of the oaks of Bashan, their benches of ivory, their sails of fine embroidered linen; and thus proceeds throughout the chapter, extolling its mariners and pilots.

The Phœnicians occupied a tract of country particularly favourable to the purposes of navigation. Situated on a barren coast, separated from the continent by the Mediterranean on the one side, and the mountains of Libanus on the other, they seem to have been destined by Nature for the dominion of the sea. Fishing taught them the art of navigation, and furnished them with the purple dye which they extracted from the murex §: at the same time the sea sand

* Robertson's America, book i.

† Varro is the only writer among the ancients who uses the word *Phœnicia*, by the rest it is termed *Phœnice*. They were called Phœnicians, from Phœnix, son of Agenor, who was one of their kings; or, according to others, from the great number of palm trees (φοίνικες) which grow there.

‡ Ezekiel, 27th chap.

§ This species is found in various parts of the Mediterranean, it adheres to the rocks that are washed by the sea, and is about the size of a walnut. The colour which at first is of the whiteness of milk, becomes afterwards green, and is not purple until the thread is dry; it succeeds better on cotton, than wool,

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led them to discover the secret of making glass. Phœnicia was, with Palestine, a province of Syria, bounded on the north by the river Eleutherus, now the Vehma, on the east by Cœlosyria, and part of Palestine, on the south by Palestine, and on the west by the Mediterranean. Their first expedition was to the coast of Africa, where they founded the city of Carthage; from thence they extended their power to Spain, and coasting it round, pursued their discoveries through the Straits, along the shore of France, and even unto Great Britain *; where they settled a trade for tin, and such other commodities as it at that time afforded. The situation of the Phœnicians was admirably adapted to extend their commerce. By inhabiting, as it were, the confines of Africa, Asia, and Europe, they were enabled, by a commercial intercourse, to communicate to every nation the luxuries of other climates. They not only availed themselves of the numerous creeks, harbours, and ports, which nature had liberally bestowed upon their original narrow territory, but improved them in such a manner, that they became no less remarkable for their strength, than for their accommodations. Their manufactories acquired so great a superiority, that whatever was elegant or pleasing in art, was by the ancients termed Sidonian. They were a people of merchants who aimed at the empire of the sea, and an exclusive right to commerce; which for a time they enjoyed without a rival. Their daring and enterprising spirit was not confined to the Mediterranean, or even the Western Ocean. Having rendered themselves masters of several commodious harbours, towards the bottom of the Arabian Gulph, they established a regular intercourse with Arabia, the continent of

linen, or silk. It has, however, been affirmed that no such dye was ever extracted by the Tyrians from the murex, but that the whole was a falsehood to conceal their knowledge of cochineal. Had they depended alone on this fish for their dye, the whole city, says Mr. Bruce, applied to nothing but fishing, would not have coloured twenty yards of cloth in a year.

* Great Britain was then called the Cassiterides islands, or at least as much of it as was then known, which consisted of the islands of Scilly; parts of Cornwall, Devonshire, and Somersetshire.

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India, and the eastern coast of Africa. Being in possession of Rhino Colura, the nearest port in the Mediterranean to the Red Sea, they were enabled there to reship the cargoes which had been brought by land from Elath, the safest harbour in the Red Sea towards the North, and thus to transport them to Tyre; from whence they were distributed over the world. The ships of Hiram, King of Tyre, brought gold to Solomon from Ophir *.

They were directed in these long and perilous voyages, by the course of the sun during the day, and by the stars at night. Their capital cities Tyre and Sidon were for many ages the flourishing emporiums of Asia. Byzantium †, the Grecian Thebes ‡, Leptis §, Byrsa ‖, and Utica ¶, all owed their foundations to Tyrian colonies. Gades ** also was indebted for its origin to this nation.

The inhabitants of Phœnicia were of great use to the Assyrian and Persian emperors in their naval wars with Greece, and other countries. Herodotus also informs us, that Pharaoh Necho King of Egypt, after he had abandoned the project of cutting a canal from the Nile to the Red Sea, sent out some Phœnicians on a voyage of discovery by that sea, through the Straits of Babelmandel, to discover the coasts of Africa; who, having sailed round it, came home the third year through the Straits of Gibraltar: a most extraordinary voyage when the mariner's compass was unknown. This voyage was performed about two thousand one hundred years before Vasquez de Gama, a Portuguese, by discovering the Cape of Good Hope in 1497, found out, as Prideaux observes, the same way from hence to the Indies, by which these Phœnicians came from thence.—"Their relation," says Herodotus, "may obtain attention from others, but to me it seems

* Vid. Memoire sur le Pays d'Ophir par M. D'Anville, Mem. de l'Academ. des Inscript. tom. 30, p. 83. The situation of this country has occasioned much controversy. Mr. Bruce, after displaying great ingenuity, determines it to be Sofala, a kingdom of Africa, on the coast of Mozembique, near Zanguebar. Dr. Deig on the contrary concludes that it was situated on the south of Arabia Felix between Sheba and Havilah.

† Constantinople. ‡ Sives. § Tripoly.
‖ Carthage. ¶ Biserta. ** Cadiz.

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incredible: for they affirmed, that having sailed round Africa, they had the sun on their right hand*;"—an evidence to the truth of a voyage, which, according to Larcher, without this, might have been doubted. Thus the Cape of Good Hope was known, and doubled by the antients, long before the time of Hanno the Carthaginian.

From Egypt the Phœnicians drew a great part of those rich commodities, and valuable manufactures, which they exported into all the countries, between their own and the Mediterranean Sea; they gained likewise a great resort to their cities, even from countries at a considerable distance: and we need only look into the prophets Isaiah and Ezekiel to be convinced, that these *governments, founded on trade, were infinitely more glorious and more firm, than those established by force.* Old Tyre was indeed destroyed by Nebuchadnezzar, but not until she had flourished for ages, and was become corrupted by prosperity: and even then she fell with dignity. From the ashes of this proud city arose another, little if at all inferior to the first. New Tyre was situated on an island; and though her bounds were very narrow, yet she became quickly the mistress of the sea, and held that supreme dominion, until subdued by Alexander the Great. It was afterwards repaired by Adrian, and was the metropolis of the province. It then came under the dominion of the Arabs; and after being taken by Baldwin the second, King of Jerusalem, was destroyed by the Sultan of Egypt in 1289, and abandoned, never more to arise. An excellent account of its situation and modern state may be found in Volney's Travels, vol. ii. It now consists of a small village, composed of wretched huts, containing about fifty or sixty families. The words of Ezekiel are literally fulfilled, *they shall make a sport of their riches.* Mr. Bruce saw this early, and once powerful queen of the ocean, converted into a place for fishermen to dry their nets. Its harbour, formerly so celebrated, is now almost choaked up. It is called *Sour* or *Tsour* by the Orientals.

* Herodotus, Beloe's Trans. vol. ii. p. 216.

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The riches of the Phœnicians incited their neighbours the Jews, under the prosperous reigns of David and Solomon, to make some advances towards navigation and commerce. Conducted by Phœnician pilots, the fleets of Solomon * sailed from the Red Sea to Tarshish and Ophir: but the peculiar nature of the Jewish government, and the unsocial genius of the people, prevented their attaining any considerable progress in the improvement of navigation. The kings, that succeeded Solomon, were strangers to the wisdom and policy, which during his reign, had rendered the land of Israel the glory and wonder of the East. The commerce of Judea sunk almost as soon as it appeared; and in process of time the Jews entirely lost those ports in the Red Sea, upon which their communication with India depended.

During the time that the Phœnicians possessed a proud commercial supremacy, they founded, as we have already mentioned, the celebrated colony of Carthage.

> Urbs antiqua fuit, Tyrii tenuêre coloni,
> Carthago: ——

The situation was admirably chosen, whether considered in the light of a capital, of a strong fortress, or of a commodious port. As the immediate descendants of the Phœnicians, we shall now consider such events, respecting the Carthaginians, as will admit of a separate discussion; and shall leave the remainder, which is so much blended with the navigation and commerce of the Romans, until we arrive at the interesting and important history of that people.

Carthage is supposed to have been founded about twelve hundred and thirty-three years before Christ, in the year of the world 2771, during the reign of Pygmalion King of

* It is a curious observation, which has been made, that in the account of the visit of Queen Sheba to Solomon, it adds, *neither were there any such spices as the Queen of Sheba gave to Solomon*; which seems to intimate that the Arabians had penetrated farther into the Indian Seas, than even the fleets of this famous prince, though guided by Phœnician pilots, and had brought from thence other spices, which had never been seen before.

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Tyre. It stood at the bottom of a deep bay, thirty miles north of the present city of Tunis. On the east side of this bay, a long cape extended northward into the sea, and divided the bay from the Syrtis Minor. The head of this cape was called Pulchrum Promontorium. "Carthage lies," says Strabo, "in a kind of peninsula forty-five miles in compass, walled round; the neck or isthmus taking up sixty stadia, where stood the stalls for the elephants. In the heart of the city stood the citadel called Byrsa; below this lay the harbours, and Cothon, a small round island, encompassed with a narrow gut, furnished on every side quite round with docks for ships."—It was equally distant from all the extremities of the Mediterranean, had a fine country behind it, and was not in the neighbourhood of any power capable of restraining either its commerce or naval force. By degrees therefore the Carthaginians extended themselves on all sides, conquered the best part of Spain, and erected there a new Carthage. These conquests, however, were inconsiderable when compared with their navigation. On one side they stretched as far westward as Britain;—the Scilly Islands, now so inconsiderable, were by them considered as valuable as India is to us; and their route was concealed with the utmost industry. They also sailed along the western coast of Africa, and traded with the natives for gold, which is thus noticed by Herodotus:—"We have the same authority of the Carthaginians to affirm, that, beyond the columns of Hercules, there is a country inhabited by a people with whom they have had commercial intercourse. It is their custom, on arriving amongst them, to unload their vessels, and dispose their goods along the shore. This done, they again embark, and make a great smoke from on board. The natives, seeing this, come down immediately to the shore; and placing a quantity of gold, by way of exchange for the merchandise, retire. The Carthaginians then land a second time, and if they think the gold equivalent, they take it and depart: if not, they again go on board their vessels. The inhabitants return and add more gold, till the crews are

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satisfied. The whole is conducted with the strictest integrity: for neither will the one touch the gold, till they have left an adequate value in merchandise, nor will the other remove the goods till the Carthaginians have taken away the gold*." The Carthaginians also discovered the Canary Islands, the utmost boundary of ancient navigation in the Western Ocean. Too much cannot be said in praise of the industry and enterprise both of this nation and its mother country, Phœnicia, and Carthage, were the first who reduced commerce into a science, and were in fact the merchants of the world †. They carried foreign trade, and navigation, to a degree of perfection unrivalled by antiquity, and hardly to be credited in modern times.

The Carthaginians rapidly became one of the most flourishing states. They possessed a climate so healthy, that Sallust ‡ tells us few of the inhabitants died of any infirmity but old age. Commerce awakened among them that passion for discovery, and zeal to explore unknown seas, which under the auspices of his present Majesty, has so much tended to enlarge our limits of geographical knowledge. Two great naval expeditions were accordingly planned by the Carthaginian senate, at the public expence. The conduct of them was given to the famous navigators, Hanno and Himilco. Hanno was directed to steer towards the south, along the coast of Africa, whilst Himilco was to proceed towards the north, and survey the windings of the European continent.

These voyages, as Dr. Robertson observes, may justly be reckoned the greatest effort of navigation in the ancient world. Hanno wrote an account of his voyage, and published it in his own language, but the original is unfortunately lost. The destruction of the Punic archives by the Romans, occasions a chasm in the Carthaginian history for above three hundred years: it was the cruel act of a proud barbarity, that will reflect eternal disgrace on that

* Herodotus. Beloe's trans. vol. ii. p. 355.

† See the learned treatise by Dr. Symonds, published in 1778, containing remarks on the colonization of the free states of antiquity.

‡ Sallust. Jugar.

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arrogant nation, and which the commercial kingdoms of Europe cannot too sufficiently lament. A Greek translation of this inimitable work was published in 1533 at Basil by Sigismundus Galenius, entitled Hanno's Periplus. This has been rejected by some learned men as spurious, and Mr. Dodwell, in his learned and elaborate dissertation upon it, has laboured to adduce proofs which may tend to establish that opinion. The judicious and accurate Dr. Robertson, on the contrary, is very decided in his encomiums upon it, and refers us to Montesquieu and Bougainville, who have established the authenticity of the narrative by arguments, which appear to him unanswerable.

The Periplus Hannonis, says this historian, is the only authentic monument of the Carthaginian skill in naval affairs, and one of the most curious fragments transmitted to us by antiquity. Ramusio has accompanied his translation of this extraordinary voyage with a dissertation tending to illustrate it *. Hanno, according to the mode of ancient navigation, undertook this voyage in sixty ships, containing no less than 30,000 people. He sailed slowly southward, measuring his course by the days it occupied, and stopping at proper distances to explore the country. From Gades to the Isle of Cerne † he made twelve days sail, which probably is now known by the name of the Isle of Arguin ‡, it afterwards became the chief station of the Carthaginians on that coast; and M. de Bougainville contends, that the cisterns found there are monuments of the Carthaginian power and ingenuity. Hanno however proceeded farther southward to make discoveries, and at length reached what is described as a broad river, but the name is omitted: it is mentioned as abounding with crocodiles, and the hippopotamus; from whence Bochart concludes with great reason,

* Racolte de Viaggi, vol. i. p. 112.

† Cerne signifies the farthest inhabited land. Some have mistaken it for Madagascar. Dionysius Periegetes calls it Tempe.

‡ Arguin is situated on the western coast of Negroland, with a fort of the same name. It was taken by the Dutch from the Portuguese in 1638; afterwards the French took it from the Dutch. Thirty miles S. E. of Cape Blanco. Long. 17 deg. 20 min. W. Lat. 20 deg. 30 min. N.

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that this river could be no other than the Gambia, which, until the discoveries of Mr. Park, was imagined to be one of the branches of the Niger.

Continuing his voyage from thence, our adventurous navigator proceeded without compass, or any of those invaluable improvements, which the diligence and skill of a more enlightened age has afforded, and is daily improving, and in seventeen days arrived at a promontory called *the West Horn*, probably Cape Palmas on the ivory coast of Guinea; and from thence advanced to another promontory, which he named *the South Horn*, evidently Cape de Tres Puntas, about five degrees north of the line.

It would ill become us to advance any opinion that reflects on those learned writers, who doubt the authenticity of the Periplus Hannonis; or to reprobate that particular scepticism, which has lately been so much indulged, in attempting to destroy the validity of opinions, long established and respected: but thus much it behoves us to declare:—the voyage of Nearchus, as preserved by Arrian, was equally condemned by Dodwell, with the Periplus of Hanno; and was gradually sinking into oblivion, when the learned Dr. Vincent, whose abilities were more than equal to the task, rescued it from so unjust a fate, and clearly proved * the want of candour and generosity, which was evident both in the conduct of Strabo, and of Dodwell.

Since no historical monuments have descended to us of the Carthaginians, composed by themselves, we should not lightly suffer the authenticity of so invaluable a treatise as the Periplus Hannonis to be questioned. The proofs must be clear and decisive; and the opinion, which the learned deliver on the subject, more uniform and similar. As Dr. Robertson observes, all the circumstances contained in the short abstract of Hanno's journal,

* Vincent's Voyage of Nearchus, p. 57. A new work on ancient geography has been announced from Dr. Vincent, which the literary world anxiously expects,—"The Periplus of the Erythrean Sea, containing an Account of the Commerce and Navigation of the Egyptians, Greeks, and Romans, in the Indian Ocean."

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which is handed down to us, concerning the appearance and state of the countries on the coast of Africa, are confirmed and illustrated by a comparison with the account of modern navigators. Even those circumstances, which, for their seeming improbability, have been produced to invalidate the credibility of his narrative, now tend to confirm it. He relates that in the country to the south of Cerne, a profound silence reigned through the day; but during the night innumerable fires were kindled along the banks of the rivers, and the air resounded with the noise of pipes, and drums, and cries of joy. The same thing, as Ramusio declares, still takes place. The excessive heat obliges the negroes to take shelter in the woods, or in their houses, during the day. As soon as the sun sets, they sally out, and by torch light enjoy the pleasures of music and dancing, in which they spend the night. In another place, he mentions the sea as burning with torrents of fire. What occurred to Mr. Adanson *, on the same coast, may explain this. "As soon," says he, "as the sun dipped beneath the horizon, and night overspread the earth with darkness, the sea lent us its friendly light. While the prow of our vessel plowed the foaming surges, it seemed to set them all on fire †. Thus we sailed in a luminous inclosure, which surrounded us like a large circle of rays, from whence darted in the wake of the ship a long stream of light." This appearance of the sea observed by Hunter has been mentioned as an argument against the authenticity of this Periplus. It is however a circumstance very common in warm climates ‡. The Periplus of Hanno has been translated, and every point with respect to it has been illustrated with much learning and ingenuity in a work ‖ published by Don. Pedr. Rodrig. Campomanes.

* Voyage to Senegal, p. 176.

† This phenomenon has occupied the attention of men of science, and is thought to arise from the spawn of particular fish, from innumerable quantities of small shining polypuses, and other causes. We intend shortly to insert a paper on this interesting subject.

‡ Captain Cook's second voyage, vol. i. p. 15.

‖ Antiquedad maritima de Cartago, con el Periplo de su General Hannon traducido è illustrado. Mad. 1756, 4to.

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Of the voyage to the north of the straits, not a single transaction has been preserved, except that it was conducted by Himilco, and performed in four months. Nor would even this have been known had it not been fortunately mentioned by Pliny *, and by Festus Avienus, a poet of the fourth century, who informs us that he met with an account of it in a Carthaginian author.

The accounts that exist of the maritime and powerful kingdom of Carthage, are chiefly derived from Roman sources, whose impartiality and candour may well be questioned. Previous to the period in which they contended with that proud republic, their history is in a great measure unknown. Whatever acquaintance with the remote regions of the earth, the Phœnicians or Carthaginians had acquired, was concealed from the rest of mankind with a mercantile jealousy. Every thing, says Dr. Robertson, relative to the course of their navigation, was not only a mystery of trade, but a secret of state. Extraordinary facts are recorded † concerning their solicitude to prevent other nations from penetrating into what they wished should remain undivulged. As all memorials of their extraordinary skill in naval affairs seem in a great measure to have perished, when the maritime power of the Phœnicians was annihilated by Alexander the Great, and the empire of Carthage was overturned by Rome; we shall insert two very curious commercial documents, the treaties of peace and commerce concluded between the Carthaginians and Romans, which have fortunately been preserved by Polybius ‡. These venerable remains, for their brevity and simplicity, appear to merit particular attention.

The first, as we are informed ‖, was concluded the year after the expulsion of the kings of Rome, under the consul-

* Pliny, lib. v.

† Strabr. Georgr lib iii. p 265. lib. xviii. p. 1154.

‡ Lib. iii. cap. xxii &c.

‖ Colonization of the ree States of Antiquity, published by Cadell in 1777, and answered by Dr. Symonds of Cambridge.

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ship of Junius Brutus, and Marcus Horatius, twenty-eight years before the expedition of Xerxes into Greece, and two hundred and forty-six from the building of Rome. It breathes a jealous commercial spirit, eager to guard against the dangers of invasion, but forward to encourage navigation for the purposes of commerce. It stipulates that the Romans should not with any ship of war * approach nearer to the shores of Carthage than the head of the White Promontory, unless driven to the southward of that cape, by stress of weather, or pursued by an enemy; in which cases they were obliged to depart in five days. It grants however admission into the Carthaginian harbours, to all trading vessels of Rome. It even exempts them from all imposts and expence, except what might be due to the crier, or clerk of the sales. It offers the same privileges to commercial ships of Rome, along all the coasts of Carthage, in the island of Sardinia, and in that part of the island of Sicily which was subject to the Carthaginians †.

The next treaty seems to have been the great Navigation Act of Carthage, and to have remained in force till the republic was divested, in the Punic wars, of the settlements and territories to which it relates. The time in which it

* Longa navis, as explained by Polybius.

† It may be acceptable to the reader to peruse this treaty as translated by Casaubon.

" Amicitia Romanis et Romanorum sociis cum Carthaginiensibus, et Carthaginiensium sociis, his legibus et conditionibus esto. Ne navigato Romani, Romanorumve socii, ultra Pulchrum Promontorium; nisi tempestatis aut hostium vi fuerint compulsi. Si quis vi delatus fuerit, emendi aut accipiendi quicquam, præter necessaria reficiendis navibus et sacris faciendis, jus ne ei esto. Intra diem quintum qui navem applicuerint abeunto. Qui ad mercaturam venerint, ii vectigal nullum pendunto, extra quam ad præconis aut scribæ mercedem. Quicquid hisce præsentibus fuerit venditum, publica fide venditori debetur; quod quidem in Africa aut Sardinia fuerit venditum. Si quis Romanorum in eam Siciliæ partem venerit, quæ imperio Carthaginiensium paret, jus æquum in omnibus Romani obtinento. Carthaginienses ne quid noceant populo Ardeati, Antiati, Laurentino, Circenensi, Tarracinensi, neve ulli alii e Latinis qui sub ditione erunt. Etiam eorum urbibus, qui sub ditione Romanorum non erunt, abstinento. Si quam earum acceperint, Romanis sine ulla mora tradunto. Castellum ullum in Latino agro ne ædificanto; si cum armis infesti pedem in regione posuerint, in ea ne pernoctanto.

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was framed is uncertain, as it bears no date, but probably it was concluded not long after the former; from which treaty, on the part of the Carthaginians, it materially differs. The line of limitation, to the southward of which the Roman ships of war were not to approach the shores of Carthage, extended from the head of the White Promontory to the cities of Mastia and Tarseium, which were situated near the Pillars of Hercules; so that the Roman ships of war must have been excluded from all the coasts of the dominions of Carthage in Africa. Even the trading Ships of Rome are prohibited by this treaty, from entering the ports of the colonies and cities of Africa Propria, and the harbours of the Island of Sardinia. They are allowed, however, access to Carthage, and to that part of the island of Sicily which was subject to the Carthaginians *.

Of all the Republics of antiquity, Carthage was certainly the most distrustful; of which these treaties are a sufficient proof. The Carthaginians have been accused not only of

* This treaty is thus translated by Casaubon: Amicitia Romanis et Romanorum sociis, cum populo Carthaginiensi, Tyriis, et Uticensibus eorumque sociis his legibus esto. Romani ultra Pulchrum Promontorium, Mastiam, et Tarseium, prædas ne faciunto; ad mercaturam ne eunto, urbem nullam condunto. Si in Latio urbem aliquam Carthaginienses ceperint, quæ sub ditione Romanorum non erit, pecuniam et captivos ipsi habento; urbem reddunto. Si qui Carthaginiensium aliquos ceperint quiescum fœdere scripto juncti sint Romani; qui tamen sub Romanorum imperio non erunt; hos in populi Romani portus ne deducunto; si quis erit deductus, et manum Romanus injecerit, liber esto. Eodem jure et Romani tenentor. Si Romanus ex aliqua regione quæ sub imperio Carthaginiensium erit aquam commeatusve sumpserit; cum his commeatibus ne cui eorum noceto quibuscum pax et amicitia est Carthaginiensibus . . . . . facito. Si qua injuria alicui facta erit, privato nomine ejus persecutio ne cuiquam esto: sed ubi tale quid admiserit aliquis, publicum id crimen esto. In Sardinia et Africa neque negotiator quisquam Romanorum, neque urbem condito: neve eo appellito, nisi commeatus accipiendi gratia, vel naveis reficiendi. Si tempestas detulerit, intra dies quinque excedito. In Sicilia, ubi Carthaginienses imperaverint, item Carthagine omnia Romanus facito, vendito, quæ civi licebit. Idem Romæ Carthaginiensi jus esto.

This treaty is in some places imperfect. Polybius supplies in the following tenor, what refers to the allies of Rome:

"Similiter Romani cavent ne fiat injuria Ardeatibus, Antiatibus Circeiensibus, Tarracinensibus; hæc autem sunt oppida Latii maritima, quæ legibus nujus fœderis volunt esse comprehensa."

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converting islands into desarts, but likewise of extirpating the inhabitants. We learn from Aristotle*, as observed by Dr. Symonds in his learned Answer to the History of the Colonization of the Free States of Antiquity, that the Carthaginians discovered an island beyond the Straits, which was uninhabited, though exceedingly fertile, and that some members of the Republic settled there and married; but an order was issued that no one should enter into it under pain of death, and those who had fixed their residence there were destroyed.

The inhabitants of great commercial and naval powers should carefully watch all approaches to arrogance or distrust, both in their national and individual character. The fate of Carthage is a tremendous warning; which history holds forth to those who guide the helm of government, or repose in confidence under its security. Our enemies with all that thirst for dominion which marked the Roman character, and which they pride themselves on aping with no inconsiderable success, have given the appellation of Carthage to this country. Great Britain, in point of commercial character, certainly occupies the same space in the modern political world which that republic did in the ancient: but to assert that her government ever displayed, either the narrow spirit, the overbearing character, or the marked distrust of the Carthaginians, must surely evince an ignorance of our history, and an imperfect knowledge of those principles which has actuated our conduct. The Phœnicians, and their descendants the Carthaginians, deserve our admiration, in first reducing commerce to a science, and in carrying navigation to such a state of perfection, with so many difficulties to oppose its progress: but the British Navy, in its present day of grandeur, moves in the greatness of its strength, not to confine, or selfishly to seclude advantages from any particular country, but to support and to secure the greatest of blessings, in defending the

* Aristotl. de Mirabilibus, p. 1159. v. ii. ed. Duval. 1619.

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cause of real liberty throughout the world: whilst the British merchant, far removed from every illiberal prejudice, continues to support that character of integrity, which was never more justly described than in the appropriate lines of the original and inimitable Cowper,

An honest man, close button'd to the chin,
Broad cloth without, and a warm heart within.

[*To be continued occasionally.*

What a Complete Treatise of Navigation should contain. Drawn up in the Year 1685. *By Sir* WILLIAM PETTY, *late Fellow of the Royal Society, published in the Transactions, No.* 198.

1. WHAT *Arithmetick* in whole numbers and fractions, as also in *Decimals* and *Logarithmes*, is necessary for the same? and what *Books* are best for teaching so much thereof?

2. What *Vulgar Practical Mechanical Geometry*, performable by the scale and compass, is sufficient?

3. What *Trigonometry*, right lined, and spherical, will suffice?

4. How many stars are to be known?

5. What *Instruments* are best for use at sea, with the construction of them, and the manner of using them?

6. The whole skill of the *Magnet*, as to the directive virtues thereof, and all the accidents which may befal it.

7. The *Hydrography* of the globe of the earth, the perspective of the coasts, and the description of the under water-bottom of the sea.

8. The knowledge of *Winds* and *Meteors*, so far as the same is attainable.

9. The history and skill of all sorts of *Fishings*.

10. The art of *Medicine* and *Chyrurgery*, peculiarly for the sea.

11. The common laws of the *Admiralty*, and *Jurisdiction* of the sea.

12. The several *Victuallings* and *Cloathings* fit for seamen.

13. The whole science of *Ebbing* and *Flowing*, as also of *Currents* and *Eddies* at sea.

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14. *Dromometry*, and the measures of a Ship's motions at sea.

15. The *Building* of *Ships* of all sorts, with the several *Rigging* and *Sails* for each *Species*, and the *Use* of all the *Parts* and *Motions* of a *Ship*.

16. Naval *Oeconomy* according to several voyages and countries.

17. The art of *Conting*, *Rowing*, and *Sailing*, of all the several sorts of *Vessels*.

18. The *Gunnery*, *Fireworks*, and other *Armatures*, peculiar to sea and sea-fights.

19. The art of *Loading* and *Unloading* the chief commodities to the best advantage.

20. The art of *Weighing* sunken Ships and goods, as also of *diving* for sunken goods in deep water.

21. The general *Philosophy* of the *Motion* and *Figures* of the *Air*, the *Sea*, and of *Seasons*; of *Timber*, *Iron*, *Hemp*, *Tar*, *Brimstone*, *Tallow*, *&c.* and of their several uses in naval affairs.

22. An account of five or six of the best *Navies* of *Europe*, with that of the *Arsenals*, *Magazines*, *Docks*, *Yards*, *&c.*

23. An account of all the *Shipping*, able to cross the Seas, belonging to each kingdom and state of *Europe*.

24. An account of all the chief *Commercial parts* of the *World*; with mention of what commodities are originally carried from, and ultimately to, any of them.

25. An account of the chief *Sea Fights*, and all other *Naval Expeditions* and *Exploits*, relating to *War*; *Trade*, or *Discovery*, which hath happened in this last century.

26. Of the most advantageous use of *Telescopes* for several purposes at sea.

27. Of the several *Depths* of the Sea, and heights of the *Atmosphere*.

28. The art of making *Sea-water fresh* and potable, and fit for all uses, in food and physic, at sea.

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PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

*An Abridged Translation of a Memoir, by Jean Baptiste Le Roy, in the Histoire de l'Academie des Sciences for 1790 *, published at Paris in 1797, of a Tour made to the different Sea Ports of France, to erect Conductors on the different Magazines, and to cause them to be placed on Ships. With some additional illustrations.*

MR. Le Roy begins this Memoir with observations on the numerous obstacles which ignorance, prejudice, and envy, oppose continually to the progress of invention and discovery. In order to afford his countrymen the satisfaction of knowing that conductors are now employed, to preserve the French ports from the effects of lightning, the author determined to give an account to the Academie des Sciences of a tour he had made, for this purpose, to the ports of Brest, L'Orient, and Rochefort.

I had often conversed, says Monsieur Le Roy, with the Minister of the Marine, respecting the utility of conductors to preserve buildings from lightning, and also of the necessity of ordering them to be placed upon ships, when that Minister formed the project of establishing them at the different ports. Having done me the honour to intrust me with the execution of this design, I received his orders to visit Brest in the autumn of the year 1784; that port being the most considerable of the † war ports on the ocean, and one where this establishment would be the most necessary.

No person can see the port of Brest without being filled with admiration on beholding the ‡ multitude of ships it contains, and the great number of magazines which surround it on all sides: yet, at the same time, we cannot prevent a lively sensation of dread from thinking of the horrid ravages which may in a moment be caused there by fire. I therefore had no sooner survey'd it, than I perceived of what importance it would be to counteract the effects of lightning; effects by so much the more dangerous, as we often are not sensible of the fatal consequences, until it is almost impossible to remedy them.

To facilitate the execution of my project, the Minister (of Marine) had permitted Citizen Billiaux to come to Brest, that this artist, with

* As very few copies of this work have arrived, we thought a translation of this interesting Memoir would be acceptable.

† Ports de guerre.

‡ This was written in 1787. The courage of British seamen have since that date so greatly lessened the number, that on recollecting the prospect at Spithead, we may be allowed to say,

Mutato nomine, de te fabula narratur.

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whose ability and intelligence I was well acquainted, might place the conductors at the port under my direction, as he had done those of the gallery of the Louvre and of Belle Vue.

My first care was to fix them on two powder magazines, situated at the entrance of the port, and the lower end of it.

I know not whether I ought to mention the manner in which this novelty was received at Brest, and the sensation it occasioned; but, as I think that truth requires it, I shall add, that nothing could have been better received than it was by all the officers of that department, in which they are so numerous. At the same time I must own, it did not meet with equal encouragement from many other persons, who made those frivolous and puerile objections against conductors, which have been repeated an hundred times.

I was not astonished, because I was accustomed to it: but what surprised me very much was, I will avow, that the very persons who ought naturally to be the best acquainted with the subject, gave the alarm, even by their writings, respecting the danger of this mode of defending buildings from lightning: the utility and advantages of which I had long since demonstrated, and which had been supported by the approbation of the most celebrated academies in Europe.

But not employing my attention longer on these things, than they deserved, I considered only, that in order to dissipate the doubts which might remain in the minds of some persons respecting this security against lightning, I ought, by a simple and exact statement, better to exemplify the real nature of a conductor, and the phenomena which indubitably prove its utility. This I did in a Memoir which I shall have the honour of communicating to the Academy. This Memoir met with the success I expected; for it not only acquired at Brest new partisans for conductors, but also in several other towns which I visited in my tour.

Whilst I continued to have them placed upon the different buildings at this port, I employed myself on the second object of my mission, the defending of ships by their means.

It is impossible to reflect without trembling on the dreadful consequences which may arise from a single flash of lightning on board a ship. A Dutch Captain, whose vessel was in the road of Batavia, when getting under weigh, perceived a black cloud that formed itself over the island, and appeared advancing towards the sea. Scarcely had they felt the wind, which came from that quarter, and discerned the cloud, than they heard a violent clap of thunder, and beheld the mainsail in flames. The sail, which was very dry, burning with great rapidity, carried the fire to the yard and rigging, from whence, being com-

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municated to the masts, it soon set fire to the whole vessel. A short time afterwards the upper part of it was seen to be raised into the air, and the hull, or lower part, to be buried in the sea. I could cite many other examples, and not less disastrous, respecting the descent of lightning on ships. In truth, their masts, being in general extended to a great height, tower by this means more above all that surrounds them, than the greater part of buildings, if we except church steeples and other high places. The mast of a ship of one hundred guns, is raised above the level of the sea more than one hundred and eighty feet (French); an elevation nearly as great as that of the Tower of Notre Dame.

Besides which, ships being detached from any other body, are more exposed to be struck with lightning, as it would be easy for me to prove, if I did not fear being too prolix on this subject. In short, by sailing through different seas, and anchoring in various roads, they are often in situations where storms are very frequent: whilst buildings, on the contrary, in many instances, are defended against the effects of lightning by the objects which surround them, as woods, hills, and mountains.

It is therefore evident, that it becomes an object of more importance to defend ships from storms of thunder, than houses. This indeed will make it appear very extraordinary that they should so long have continued without conductors; but we ought not to be more surprised at this, than at the time it has taken to have them placed upon the latter. The same cause has operated in both instances.

Nevertheless we must confess, that the Americans, owing to the confidence they reposed in the celebrated Franklin, their countryman, have long since employed some on their vessels: for in this they enjoy the honour of being the first, as also in the use of these preservatives against lightning, on their houses or buildings; but this custom is not very extensive; and besides, those which they have are not fixed and stationary on the rigging of a vessel, but are only used when they expect a storm. This manner of employing them is indeed simple; but sailors are often subject to forget the conductor, when, in the confusion created on board at the unexpected approach of an hurricane, they are alone occupied in their immediate preservation. In every thing proposed to mankind, we cannot pay too much attention to their prejudices; besides, the greater number are very improvident, and, above all things, trouble themselves very little with what they are not accustomed to. It is therefore necessary not to trust sailors in this respect: we ought to take care that they are defended from the effects of lightning by conductors, without being sensible of it themselves; and this determined me to place them upon ships in a man-

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ner, that should be fixed and durable. But before I enter into the necessary detail that may explain my mode of doing this, it will be proper to describe the construction of a conductor in as few words as possible.—It is composed of two parts: *the point*, which causes the electric matter to be attracted towards it, in preference to the surrounding objects, and *the conductor*, which is employed to transmit that matter, from one extremity to the other, into water or damp earth: so that a conductor is in fact nothing else than a means of communication for the electric matter, established between the clouds and the water, or any reservoir adapted to receive it.

It is therefore evident, that the conductor on board a ship should be composed of the same parts with that on an house or building, that is to say, of *a point* and *a conductor*. What remains particularly to be determined is, the position we ought to give it on the ship, and the manner in which it must be constructed. In the first place, it ought to be so formed, as not in the least to impede the service or working of the ship: and to be so constructed as to have all the flexibility necessary to give way to the various motion of the rigging on which it is placed.

Whilst the Academy was engaged in examining the mode I had proposed, I was employed in causing a conductor to be made for the Etoile Gally *, of 700 tons, destined for America, and commanded by Lieutenant *Voutron*. This well-informed officer, who clearly perceived the utility of conductors, had requested one from me. I was anxious to oblige him, and fixed one on his vessel, Nov. 18, 1784. This was the first fixed conductor which had ever been placed on a French ship.

To form a correct idea of it, imagine *the point* fixed on the main-mast, with a metallic conductor attached to it, at a small distance below. This conductor is formed of a chain of copper rings, continued along the part of the rigging † employed to steady the main-top mast. From thence, by means of metal plates sufficiently thick, a communication is formed between the conductor and the sea ‡.

In an object of this nature, experience alone will enable us to discover the degree of perfection we have attained. I had not the

* Gaberre.

† Galhauban.

‡ Dr Watson, in Vol. 52, p. 2, of the Philosophical Transactions, says, that if a wire of any metal were to be connected with the spindles and iron work at the tops of the masts, and conducted down the sides of the masts, in any convenient direction, so as always to touch the water of the sea; it would, by silently conducting the lightning or electrical fire from the clouds, prevent an explosion, and all damage that might ensue. Dr. Watson recommends brass wire rather than iron, because less liable to rust, and thinks it should be as thick as a goose's quill.

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smallest doubt respecting the physical effect of this conductor; but that was not sufficient: it was also necessary that nothing should be wanting to enable it to resist the shakes and jerks which are inevitable in rough weather. I therefore particularly requested M. de Voutron to cause it to be observed carefully, and to inform me, when an opportunity offered, how it had acted at sea, and resisted the shocks I so much feared. I will not conceal, that he informed me by a letter, the conductor had been broke in a storm, and by his orders had been set to rights.

This induced me to alter some parts in its construction. At length I made some that were divided in a line of continuation down the mast, in such a manner, that although connected they should not suffer so much from the motion in rough weather, and should also be better enabled to stand against it.

My endeavours met with much success; and those since placed on ships have remained uninjured, as I shall soon have occasion to relate.

The effect of conductors being no longer uncertain, and the mode in which they were constructed and fixed on ships, leaving no possibility of doubt respecting their duration, the Minister (of Marine) ordered that in future all ships, destined for long voyages, should be provided with them. Many were in consequence fixed, and among others, on the Resolution frigate, commanded by M. d'Entrecasteaux, who went to India in the spring of 1785. Others were placed on the ships destined for America: at length they were used for the Boussole and Astrolabe in their voyage round the world.

By a letter, since received, from M. Delamanon, who embarked in the Boussole, I learn, that the conductors placed on these ships, have completely succeeded in that long voyage, and have not in the least suffered from the tremendous seas of Cape Horn *.

Some days after my arrival at the Isle de France, M. d'Entrecasteaux wrote to the Minister of the Marine, *that he had every reason to believe, the conductor fixed on his frigate had preserved it in a storm of thunder and lightning, which on approaching the lines had enveloped him on all sides.*

One observation, communicated to me from Brest, seems to shew in a manner still more marked, the happy effects of conductors.—

* Since this Memoir was read to the Academy, I have received a letter from M. Clonard, who succeeded the unfortunate M. de Langle in the command of the Astrolabe. This letter fully confirms what M. Delamanon had informed me of, respecting the manner in which my conductors succeeded, in the heavy seas through which these vessels passed in their unfortunate expedition. This letter of M. Clonard was dated from Port Jackson, in New Holland, the last place from whence any news was received respecting M. de la Peyrouse.

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M. Girardin, commander of the Experiment frigate, having left the port of Brest, encountered at about 15 or 20 leagues distance a dreadful tempest, accompanied with thunder and lightning. This tempest so disabled the frigate, that she was obliged to return to Brest: but although the lightning surrounded her without ceasing, and fell at a distance from her, not exceeding 150 fathom, she did not experience the least harm from it. The author of this communication adds, that all the crew were fully persuaded the frigate could not have been preserved from the violent effects of the lightning, which played continually around it, if it had not been for the conductor with which it was defended.

A curious fact that accompanied this observation, and which appears to prove that the conductor did really preserve the ship from lightning, is, that on its point were distinctly seen *des feux S. Elme*, which could only be the electric fire; and plainly indicated the passing of that fiery matter down the conductor.

In addition to what has been advanced by M. Le Roy, we shall add the following accounts of the dreadful situation of some ships, in storms of thunder and lightning, which have been communicated to us.

"On Sunday, the 21st of Nov. 1790, his Majesty's Ship Elephant, Captain J. Thompson, lying in Portsmouth Harbour, was struck by lightning on the head of her main-mast, from whence it descended to the keel, and shivered it to pieces.

"The afternoon had been exceedingly squally, accompanied with sudden violent gusts of wind. This weather continued until a few minutes before eleven o'clock at night; when the whole crew were alarmed by a most powerful flash of lightning, and a tremendous clap of thunder. The darkest part of the ship was illuminated by it for a considerable time.

"When the ship was struck, the shock was so great as to cause every one to jump from their hammocks, that they might instantly discover what damage the ship had received. They found the lightning had taken its direction down the main-mast, which, though of an immense size, it had entirely shivered. The iron hoops that surrounded it, as also the woolrings, were every one broke into a thousand pieces, and parts of them scattered to a great distance. The electric fire continued its direction down to the pump well; which, together with the chain pump cases, were shivered in several parts. Providentially no lives were lost."

His Majesty's ship Russell, Oct. 6. 1795.

"The 1st of October, being about three leagues from Belle Isle, there came on a most dreadful squall of wind, with hail, thunder, and lightning. The lightning struck our main and mizen masts, main and mizen top-masts, and fore-top-gallant masts: it disabled our main

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and mizen masts so much, that we could not carry any sail on either of them, when it blew fresh. Our first lieutenant, Mr. Charlesson, a most worthy man and excellent officer, was killed on the spot whilst standing near the ward room table. He left a widow and eight children to lament his loss. Mr. Steel, the second lieutenant, who was standing close to Mr. Charlesson * when he fell, was also greatly affected by the lightning, but recovered. It is supposed to have been attracted by the *muskets ranged between the beams in the ward room.* The lightning was seen more or less in every part of the ship, even in the hold. The report it made was louder than that of a sixty-eight pounder. If the squall had lasted a few hours longer, we must inevitably, in our disabled state, have gone ashore on the French coast, as the wind blew right on."

To this we may add the following, as related in the Gentleman's Magazine for 1779.

Friday, Feb. 23.

"Between five and six this morning, the Terrible man of war was struck with lightning, which shivered the fore-top-mast and fore-mast, broke into the gallery, melted a sheet of lead that lay under the hearth stone, and drove the cement up to the forecastle deck. It made its way into the gun-store room, directly over the powder magazine, and shivered two caulkers to pieces. Two men, who lay forward on the lower gun deck, had their shirts singed on their backs, but received no other injury. The officer on the watch said it ran in a circular stream down the fore-masts, and part of it along the quarter-deck. The explosion was dreadful; no person was hurt."

An account is given, in the Philosophical Transactions, of the effects of lightning on three ships in the East Indies; by which it appears, that on one of these ships the lightning shivered that part of the main mast which was covered with grease, and did no damage to that part which was coated with tar and lamp black.

* Mr. Dederick Charlesson was fifty years of age; and had been fourteen years a lieutenant. He was much beloved and esteemed.—The Russell was at this time commanded by Captain T. Larcom, and formed one of Admiral Harvey's squadron.

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ACCOUNT OF THE

LA GUIRA EXPEDITION,

IN A LETTER FROM CAPTAIN WATKINS, OF THE LIVELY, TO SIR J. NORRIS.

Now first published from the original Manuscript.

DEAR SIR,

I SHALL endeavour, agreeable to my promise, to give you some account of our expedition. Had it been a successful one, this might have bore reading, though badly descibed: but you must fortify yourself with patience, to have a sad series of misfortune and disappointment most sadly told.

The 11th of February sailed from St. Kitts; the 16th, anchored at Tortugas, where Mr. Knowles called a council of war, agreeable to his orders, which was to consist of the sea captains, the commanding officer of the land force, and Captain Sommers. He then opened to us his orders and instructions, which were, to use the utmost of his endeavours to take the fortifications of La Guira and Porto Cavallos, and if we succeeded therein, to garrison those places with the land forces and marines: to let the inhabitants of the country know, that the English did not come there to take from them their rights, religion, or liberty; but that they would from us enjoy them with greater certainty, and more happiness, than when under the tyranny and cruelty of the Guiapuscoa Company, which we were now come to rid them of. We were, by these orders, to make prize of every thing on shore or afloat that belonged to the said company, and afterwards to make an attempt on Porto Rico, if it should be thought practicable; but Mr. Knowles introduced another order of their Lordships, which in some measure contradicted the former. We were by this order to look upon Porto Cavallos, as the principal and main design of the expedition; yet were left at liberty to take what vessels we might see in La Guira Road, and insult the fortifications as we passed. This put us to some difficulty in determining whether we should attack first La Guira or Cavallos; but we came to an unanimous opinion that it was better for the service, should we find any vessels at La Guira, to attack their fortifications; as we must naturally believe, that at our most distant appearance off the place, they would not fail to haul them close under the command of their cannon, so near that our ships could not venture within them: that therefore it was quite necessary to silence most, if not all their fortifications; and which, by the intelligence laid before us, we conceived there would not be much difficulty in accomplishing. Besides, it was considered, that should Cavallos be first attacked, and the squadron should meet with any distress in

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masts and rigging, it would be with difficulty, and probably take up much time, if they could at all beat up to La Guira; which garrison would by land have quick intelligence of our coming, and be better fortified and prepared for us, than it is probable they now would, as we should come upon them by surprize, which we had great reason to believe would be the case, from the secrecy of our expedition: whereas on the contrary, should we meet with the like distress at La Guira, little or no time could have been lost, as less than twenty-four hours would carry us thence to Cavallos, which is quicker than couriers can get there by land; and masts much damaged might be made to serve so little a way before the wind; and then could we but make sail enough to bring our ships to pass against their fortifications, the success of our attack would depend more upon anchors and cables, than masts and rigging: and that could we but meet with success at La Guira, it would give much spirits and encouragement to our men, and on the contrary much intimidate the enemy; which would probably be a great means of afterwards facilitating the conquest of Cavallos.

Agreeable to these reasonings, the attack of La Guira was resolved upon, and the following disposition of the fleet was made for that purpose:

The Burford, Lushington, commander; the Eltham, Smith; the Norwich, Gregory; the Suffolk, Knowles; the Advice, Elliot Smith; the Assistance, Calais; and the Lively, Watkins; to anchor astern of each other, but to lie as near each other as possible, in order that they might make, as it were, one strong and regular fortification of the whole. The Scarborough, Lisle; and Bomb Ketch, Burville; to lie under cover of the fleet. The off-side to throw their shells, the small craft to be without all. Plans were laid before us, in order to our having an insight of the place, and for the better forming the disposition.

The 19th, early in the morning, we were off the coast of Carraceas, three or four leagues to windward of La Guira. The night before, the Otter sloop was dispatched, with orders to be by daylight off that place, to reconnoitre what vessels were lying there, and to make signals, as was appointed, of their number, which was accordingly done. The Commodore then called a council of war. It was represented that seven or eight sail had cut out and gone to leeward, but that three or four remained there. Elate with the hopes of success, we concluded those ships were going down to Cavallos, a place we looked upon would be soon our own, and where we should find them. It was therefore agreed to put in execution our former resolution at Tortugas; therefore the signal being made to form in the proper line of battle, we made sail; but taking in all our sails, except our fore and

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mizen top sails, which was to prevent our being confused, in coming to with much sail, as well as to be ready for action without delay; kept us till noon before the headmost got abreast of the place. We were all to give our broadsides as we passed, as we were not to load that side again, the other being ready the moment we brought up; but what with those broadsides and the headmost bringing to, and being in action so much sooner than the sternmost, as we were all obliged to give each other room, created such a smoke that it was with difficulty most of us could see how to form the line; and then it was not quite according to the disposition that was proposed, some of the ships getting on board each other; but they soon extricated themselves out of that difficulty, and each ship passed so as for all our cannon to fire clear of each other. I cannot say we were near enough, for none of the squadron were within the execution of the small arms, by which means we lost the use of the troops, except a few that were called to the guns in the room of the seamen lost. Neither did our grape, I believe, do much execution;—our round shot undoubtedly must whenever they happened to hit. Don't be surprised, that I say whenever they happened to hit, and conclude from thence that we fired any how at random. The place is quite an open road, and the wind being to the northward of the entrance, occasioned a swell which gave the ships so much motion, that I believe it would have puzzled the most able and experienced engineer to have been any way certain of his mark. What advantage then must the enemy have had over us! They had no motion, whereas ours was still the more favourable to them: for as we rolled from them, they placed their shot the more sure and destructive, which proved too true in most of the ships having several shots between wind and water, and below it. About half past one all were in action; and I believe our enemies must do us the justice to say, that there could not be a more constant repeated fire than they received from the ships, which lasted about two hours; nor had it slackened then, only wanting powder, for it was impossible to fill cartridges as fast as we wanted them, though the filling rooms were crouded: however, I think none of us fired slow to the last. About half past four o'clock we had the misfortune to see the Burford, and Eltham, cut out of the line in distress, and carry with them the Norwich, who was no further distressed than their coming on board of her. The Eltham anchored without, the Burford and Norwich were driving, but with orders from the Commodore (who had been on board each of them, *as he was indeed every where, that his presence was necessary*) to anchor in some of the bays to leeward. These orders were particularly given to Captain Gregory, who was to take care of the Burford, which made much water. Captain Lushington was

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at that time incapable of any duty, and in great danger from his thigh being shot off. The Suffolk, Advice, Assistance, and Lively, now only remained at the attack; upon which the enemy redoubled their fire, which seemed to have slackened a good deal before those ships cut and stood out of the line. About eight o'clock the Commodore with the rest, cut and stood off. The Suffolk, Advice, Scarborough, and Bomb Ketch, anchored without gunshot. The Assistance and Lively drove to sea. There seemed to be several successful bombs thrown into the town, especially one that blew up a magazine, and kept burning for several hours afterwards. There was an attempt made to cut out the Spanish ships that lay in shore, or to set them on fire; which, had not some of our people behaved most egregiously ill, might have been easily done. We were in quiet possession of one of the ships, and our boats had her in tow, when some of our people on board of her, mad or drunk, fired a pistol, which alarmed the fort they were nearest to. A shot was in consequence fired at them, upon which the boats precipitately left her to drive on shore without setting her on fire, though they had combustibles for that purpose. In the morning the Spaniards got her off again. This mismanagement was laid to Mr. F———'s charge, the Commodore's lieutenant, for which he was to have been brought to a court martial. He has been since killed at the action of Cavallos; so is gone to answer at an higher tribunal. Most of our ships sustained a great deal of damage in hulls and masts, especially the latter; and the booms of all were shot to pieces, so that there was not a spare topmast yard, or spar in the fleet. We were obliged to fish the wounded ones as well as we could. Several guns were rendered useless, and near an hundred men killed; two hundred and ninety odd wounded, many of which died afterwards. We lost most of our boats, they being either shot adrift, or shot in pieces. The Lively joined those at La Guira on the 22d, and reported she had seen the Norwich, Burford, and Assistance, about six leagues to leeward, the two latter not having any sail out. She was immediately dispatched to go in quest of these missing ships, with orders, if they were met with, that they should rendezvous at Barbaratt, or any where to windward of Cavallos (as there is anchoring ground all along the coast) till the Commodore should join them. While they lay at La Guira, the Bomb Ketch was constantly employed in throwing her shells into the town.—La Guira is situated advantageously on the side of an hill, regularly fortified in an half moon, from one part of the hill to the other. There is no surprising it by land, the passages along the hill of each side being narrow, nor did we find it was too easily to be surprised by sea. It is computed that ninety-six guns played on the fleet.

[*To be concluded in our next.*]

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MARINE SCENERY.

IRA MARIS, VASTIQUE PLACENT DISCRIMINA PONTI.
Val Flac.

IT is our intention, under this head, to collect every thing that may give an increase of interest to scenes, which the power of habit considerably tends to diminish. No modern writer has been more successful in the description of marine scenery than Mrs. Charlotte Smith. Having passed a considerable part of her life on the sea coast, and in different situations; amid the romantic imagery, which her bold and powerful genius has pourtrayed;—the craggy promontory, the sedgy cavern, and the slow-retiring tide, are introduced with peculiar beauty. These we shall occasionally select, with others of a similar nature, for the mariner's attention.

The following descriptions were first suggested by the observation of an eminent Painter; who, on hearing the uniformity of the view at sea complained of, replied, "The uniformity exists in the mind of the beholder: if he does not possess a soul sufficiently enlarged to feel the sublimity and endless variety of such a scene, he should daily endeavour to awaken a sense within him, which either the force of habit has closed, or the want of a discriminating taste has never called forth."

The observation was delivered with an animation, peculiar to the character of the person from whom it originated. During a subsequent cruise from Torbay, in the western squadron under the command of Lord Bridport, the following remarks were drawn up; and in part presented to the public, through the medium of an Evening Paper. They have since undergone considerable alteration.

——The view by moonlight, at sea, has a wonderful effect. The dimness of its beams renders every glance of the different parts of a ship more interesting and majestic:

——A faint erroneous ray,
Glanc'd from th' imperfect surfaces of things,
Flings half an image on the straining eye *.

* Thomson's Summer, L. 1686.

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A stream of its feeble light played undulating from the horizon to that part of the deck on which I stood. A variety of gigantic forms appeared to pass on the wave. The moon was now struggling with a thick fleecy cloud, through which she seemed rapidly to pass. She then darted out with fresh lustre, and gave a new character to the scene.—The mid-watch was just commencing. The hoarse voice of the boatswain's mates proclaimed the hour of night. The sound of the great ship bell was still heard in sullen vibration. The following passages, from Hamlet, came over my memory, and gave an additional effect:

BERN. 'Tis now struck twelve! Get thee to bed, Francisco.

FRAN. For this relief much thanks: 'tis bitter cold, and I am sick at heart. ———

MAR. What! Has this thing appeared again to night?

BERN. I have seen nothing.

The gradual rising of a gale of wind, the term by which sailors denote a storm, which is entirely banished from the Naval Vocabulary, and is only used on shore, has much of the sublime. The preceding calm is treacherous and deceitful. A water sun-set proclaims what may be expected. During the night it is heard gradually collecting its strength. If not attended with rain, a great sea is soon formed. Like an immense ridge, it slowly moves in dreadful grandeur along; and, as if it rose out of the deep, in proportion as the magnitude is increased by its approach, seems to threaten instant destruction. Suddenly it sinks under the keel of the ship, which falling into a trough of the sea, made by the receding of such a mountain, seems almost thrown on her beam ends. As the ship gradually rights, the billow rushes on the other side with incredible force, whilst its curling and extended ridge is covered with foam:

When the fierce north-wind, with his airy forces,
Rears up the Baltic to a foaming fury;
And the red lightning, with a storm of hail, comes
Rushing amain down,

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How the poor sailors stand amaz'd and tremble,
While the hoarse thunder, like a bloody trumpet,
Roars a loud onset to the gaping waters,
Quick to devour them. YOUNG.

The rising of the sun at sea is truly magnificent. The following description may possibly give the reader some idea of this sublime spectacle. It was composed, after repeated, and accurate observation, continued from the first dawn of day until sun-rise: and may serve, in some degree to improve and correct those delusions, which both the poet and painter are often led to form, by suffering the warmth of imagination to transgress the realities of nature.

On the 3d of November I observed the Sun-rise with a fixed continued attention. A bright effusion of orange, deepning into a variety of tints, was the resplendent harbinger of its approach. The sea almost a calm, had lost a little of that dark blue tinge, which a continuance of easterly winds had given to its surface. A ship of the line, with much sail set, was in the Offing immediately before me. A considerable part of the fleet, nearly becalmed, at a still greater distance, were standing off to the left, under a thick grey haze, and formed an interesting group in perspective. A bright crimson was now observed to skirt, in horizontal lines, the clouds immediately above the spot, where the first rays of the sun seemed to be emerging from the deep; yet at present no part of this luminary was visible, but still seemed to repose in the bosom of Ocean, sending forth fresh effusions of light: by degrees the various reflections of light appeared to contract, and became considerably brighter. Some brilliant, yet broken rays, now shot upwards on the firmament; and immediately disappeared; but the stream of light that issued from the waves, was brilliant beyond conception: —when, on a sudden, a large globe of pure pale fire arose in an instant from the deep, and vanished into air; and then burst forth the Lord of day in all his glory. Mallet, in his Poem of the Excursion, has described this sight with an accuracy that has not been surpassed:

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"And now, pale glimmering on the verge of Heaven,
From east, to north, in doubtful twilight seen,
A whitening lustre shoots its tender beam,
While shade and silence yet involve the ball.
Now sacred Morn, ascending, smiles serene,
A dewy radiance, brightening o'er the world.
Gay daughter of the air! for ever young,
For ever pleasing! Lo!-she onward comes
In fluid gold, and azure, loose arrayed,
Sun tinctur'd, changeful hues. At her approach,
The western grey of yonder breaking clouds
Slow reddens into flame.—
But see! the flush'd horizon flames intense
With vivid red, in rich profusion stream'd
O'er Heav'ns pure arch. At once the clouds assume
Their gayest liveries: these with silvery beams
Fring'd lovely, splendid those in liquid gold;
And speak their sov'reign's state. He comes, behold!
Fountain of light and colour, warmth, and life."

Nothing can be more exact or beautiful than this passage, excepting the epithet *silvery beams*. This effect can only take place, I should imagine, when a sun-rise is seen through the dense medium of a fog. Silvery is an epithet appropriate to the Moon, which Mrs. Charlotte Smith so beautifully addresses as—*Queen of the silver bow.*

We seldom, in sea pieces, observe that effect sufficiently noticed, which ships afford when it blows rather hard. You, for a time, discern only the sails of the ship, all the hull seems buried in the waves.

Ships in distance, particularly when in the verge of the horizon, should be very slightly touched: as Thomson says—

Where the round ether mixes with the wave,
Ships, dim-discovered, dropping from the clouds.

In remote situations, the masts and yards are seldom visible; the sails, and even those indistinctly, are the only parts to be represented.

[*To be continued.*]

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HISTORICAL NARRATIVE OF

NAVAL ACTIONS,

DURING THE PRESENT WAR,

FROM ITS COMMENCEMENT IN 1793.

Given correctly from the Gazettes, with interesting extracts from authentic private letters, and occasional observations *.

HÆC OLIM MEMINISSE JUVABIT.

Many are the heroes of the dark rolling Sea!—Thy sails are like the clouds of the morning, and thy ships like the light of Heaven; and thou thyself like a pillar of fire that giveth light in the night. OSSIAN.

ON the 4th of February 1793, a general embargo was laid on all French ships and vessels whatever; and on the 11th Mr. Dundas presented to the House of Commons the message from his Majesty†, that the French had declared war against Great Britain, and the United Provinces. General reprisals were immediately granted against the ships, goods, and subjects of France. Our frigates and brigs were soon very successful in taking or curbing the trade, both fair and piratical, of our enemies. The English government had just concluded a treaty of commerce with Russia, had taken a large body of German troops into its service; and had engaged the King of Sardinia for a yearly subsidy of £.200,000, to join the Austrians in Italy with a very considerable military force. Alliances were formed with Austria,

* This is intended to supply whatever may be omitted in our Biography, and Memoirs of Navigation; the whole together will in time, we trust, form an extensive naval history.

† GEORGE R.

"His Majesty thinks proper to acquaint the House of Commons, that the Assembly now exercising the powers of Government in France have, without any previous notice, directed acts of hostility to be committed against the persons and property of his Majesty's subjects, in breach of the law of nations, and of the most positive stipulations of Treaty, and have since, on the most groundless pretensions, actually declared war against his Majesty and the United Provinces. Under the circumstances of this wanton and unprovoked aggression, his Majesty has taken the necessary steps to maintain the honour of his Crown, and to vindicate the rights of his people; and his Majesty relies with confidence on the firm and effectual support of the House of Commons, and on the zealous exertions of a brave and loyal people, in prosecuting a just and necessary war, and endeavouring, under the blessing of Providence, to oppose an effectual barrier to the farther progress of a system which strikes at the security and peace of all independent nations, and is pursued in open defiance of every principle of moderation, good faith, humanity, and justice.

In a cause of such general concern, his Majesty has every reason to hope for the cordial co-operation of those powers who are united with his Majesty by the ties of alliance, or who feel an interest in preventing the extension of anarchy and confusion, and in contributing to the security and tranquillity of Europe.

"G. R."

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Prussia. Spain, Holland, Portugal, and Russia, all of whom agreed, with more or less reservation, to shut their ports against the vessels of France. The King of the Two Sicilies agreed to furnish 6000 men, and four ships of the line, to the common cause.

Extract of a Letter from Portsmouth, February 18, 1793.

Arrived the Juno man of war, Captain Samuel Hood, with a small French privateer, called L'Entreprenant, which had taken the Glory, Benson, from London, and was retaken by the Juno, and with the privateer brought into harbour.

The privateer, *Michael François Vaniere*, commander, had fired a dozen shot at the brig, and finding she would not bring to, boarded her with fifteen men, who bound Mr. Benson the master, hands and feet, and lashed him down to the chest; putting all his crew in irons, stripping them of every article, and otherwise mal-treating them; but the instant the Juno brought the privateer and brig to, the privateer's crew released Mr. Benson and his men; who, feeling a strong resentment at their inhuman usage, were actuated by the impulse of the moment to retaliate in their turn. The following particulars of this early instance of French barbarity, were afterwards sent by Captain Benson from Portsmouth, to the owners of the Juno at Chepstow.

The valuation of the Glory and cargo will be taken to-morrow; the salvage, consisting of one-eighth of the total value, goes to the officers and crew of the Juno, as a recompence for their vigilance. We were chased for two hours by the privateer, before she could come up with us; and after being boarded, they put the whole of my people in irons on the deck, and led me down to the cabin, where they placed me upon my back and lashed me to my chest by the neck, arms, and legs, with my head hanging over. I was in the most excruciating pain for four hours and an half. In this helpless condition, one of the cowardly miscreants (they disgrace even the name of Frenchmen) snapped a pistol at my breast, and another made a thrust at me with a cutlass, which fortunately went in an oblique direction through my coat and jacket. They cut off my dog's head, for the purpose, they said, of representing the fate of the whole crew upon our arrival in France. In the interim, the Juno frigate most providentially hove in sight and gave chase, when we were all immediately liberated. It is difficult at all times to keep the passions within a due state of subordination; it was at that moment totally impossible for me to subdue my rage; and snatching a cutlass from the hands of the man who untied me, I almost at one stroke severed his left arm from his body; when, fearing the further effects of my frenzy, he jumped out of the cabin window and was drowned. Another followed his example, and jumped off the taffarel; and the captain, dreading the just vengeance which was await-

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ing him, took a pistol and shot himself through the head. I was not yet reduced to reason, and, before the Juno's crew could overpower me, had cut and lacerated three other of the Frenchmen so dreadfully, that they were entirely covered with blood, and now lie in the hospital without hopes of recovery. Those only who suffer can feel, and though the moderate part of mankind may blame me for rashness, my own heart acquits me of any deliberate or unprovoked act of cruelty."

Feb. 19. This afternoon the Iphigenia frigate, Captain Sinclair, sent into the harbour a French sloop privateer, of about forty tons burthen, armed with six swivels and small arms, and twenty-five men. She was taken yesterday off Cherburg; at which place there are thirty privateers of the same class, all of whom are to share equally in the prizes they may take.

February 24. Last week the brigantine Sisters of Plymouth, Hogg, master, in her passage from London to Plymouth, was driven by stress of weather upon the French coast, and obliged to anchor in Havre Road, when four armed citizens boarded and took possession of her. Captain Hogg, after giving some directions to his mate, very politely, as a well-bred man, invited his visitors to refresh themselves; during which time the mate took the liberty to confine the captain and his companions in the cabin, slipped the cable, and brought all safe to Plymouth.

Ramsgate, February 25.

Yesterday evening about nine o'clock, the inhabitants of this town were alarmed by the firing of guns very near the shore; the cliffs were presently lined with a great concourse of people, who were the anxious spectators of a very interesting contest. Two revenue cutters, the Tartar, Captain Worthington, and the Nimble, Captain Dobbins, were firing at a French privateer close in shore, which they could not get near enough to board, and being within musket shot, the privateer returned the fire with small arms. The firing continued for more than half an hour: at length one of the guns on the south cliff being brought to bear on the privateer, and the shot falling very near her, she struck to the Tartar cutter, who immediately took possession, and brought her into this harbour.

Feb. 25. On Monday night at eight o'clock, a lug-sail boat from Calais, that had been skulking under the South Foreland, came close along shore. She was hailed at the north end of the town of Deal by the look out: but, not answering, she was suspected. Admiral Macbride was at hand, and immediately ran down to the beach; by which time the boat had got abreast of the tavern called the Hoop and Griffin, and running alongside an ordnance-sloop which had 480 barrels of

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gun-powder on board, cut her cables, and left four men in her. The alarm was general. Admiral Macbride's first lieutenant threw himself into one of the galleys, and with another got on board two revenue cutters, slipped their cables, and instantly got under sail. Two of the Deal boats, with no arms on board, and with only the stretchers they use to row with, instantly pushed off for the sloop, and retook her: which the lieutenant observing, he went after the privateer, and brought her into Ramsgate harbour by ten o'clock the same evening.

Feb. 30. The last cruise of Captain Durham, of the Spitfire, though more harrassing to the enemy, was less successful to himself and ship's company than the former. On the 19th he came up with a sloop rigged privateer, and two other sloops, close under Treepore, a small distance from Dieppe. He had but a few minutes sent out his boats to take possession of the prizes, when a body of 2000 troops, with field-pieces, &c. commenced an heavy fire from the shore, and, being within musket shot of the boats, it was found impossible to bring the prizes off. He, however, under this storm of bullets, knocked the privateer to pieces, and stove in, and set fire to the other two vessels, one of which was deeply laden with fine Cognac brandy.

March 15. A detachment from the crew of the Syren frigate, Captain Manly, which carried over the Duke of York to Holland, particularly distinguished themselves before Williamstadt. Lord Auckland had detained this frigate for some time in the Maese, off the Dyke. On the night of the 15th, it being quite calm, and very foggy, Lieutenant Western of the Syren, with three gun boats, rowed over close to the French forts, five in number, and opened a very brisk fire upon them. The enemy ignorant of his force, and from the quickness of his fire supposing it much greater than it was, deserted their batteries, and left their cannon behind them. The governor of Williamstadt, the brave old General Count Botzlaer, was surprised at the firing, as he did not know that any assistance was so near. The next day, Lieutenant Western went to Williamstadt, when he received the hearty thanks of the governor, and had the pleasure to see the Dutch soldiers bringing the cannon from the batteries, which the French had deserted in consequence of his attack.

The subsequent death of this spirited officer cannot be sufficiently lamented. The pen of the historian shall consecrate his memory to the esteem of posterity. He was killed a few days after this event, on the 21st, in a gun boat before Williamstadt, by a musket ball, from the enemy's entrenched battery at the Noord Post, which passed through his head as he was in the act of levelling a twelve pounder. He was buried on the 24th, in the church of Dordrecht. Military honours, with every solemnity that could mark regard to the memory of a young officer, who had shewn on all occasions, an active and steady

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courage, followed him to the grave. His Royal Highness the Duke of York was present, with the officers under his command. The funeral was also attended by the officers and crews of the English gun boats.

Lieutenant Western was only in his twenty-third year, and was made a lieutenant in the year 1790. He was a young man of a most amiable disposition, much esteemed by all who knew him. The regret of his Country, and the tribute of applause it has rendered to his fame, must have proved a soothing consolation to his family:

"The young warrior did not fly; but met death, as he went forward in his strength. Happy are they who die in youth, when their renown is heard! Their memory shall be honoured in the song. Happy are they who die in youth, when their renown is around them!" OSSIAN.—CROMA.

Extract of a Letter from an Officer on board his Majesty's Sloop Scourge.

Stonehouse Pool, Plymouth, March 16.

With pleasure I write these few lines to acquaint you of our success. On Thursday, March 7th, we sailed from Yarmouth, in the Isle of Wight, with a convoy of nine sail of vessels for Newfoundland, and on Monday the 11th, we parted company eighty leagues to the westward of Scilly, and in the afternoon fell in with a French privateer* of fourteen guns, nine pounders, and eighty-one men; which we engaged for three hours and an half, as close as your house is to the bottom of the garden, and took her. We have only eight guns and seventy men on board of us, including men and boys. On Wednesday, March 13, we fell in with a French merchant ship from Marseilles bound to Havre de Grace, which we have also taken and brought into Plymouth richly laden. We are obliged to perform quarantine on account of the vessel's coming from the Straits. We are full of Frenchmen: on board we are always on the watch, with a brace of pistols in our pockets. I am very well in health; and will send you the French captain's cockade as soon as we come near London.

March 17. Yesterday arrived from the West Indies, the Triton frigate, Captain Murray, and Falcon sloop of war, Captain Bisset, from Jamaica. The Falcon captured off Ushant a French privateer. Captain Bisset was not apprised of a war between this country and France, until he fell in with the above privateer; who bore down upon

* One of the French privateers, which about this time arrived in the river, was a complete naval curiosity, having been sent to sea, in such a state as perhaps was never before remembered. The caulking of the seams was bare; neither upon them, nor upon any other part of the vessel, having an ounce of tar, pitch, or paint; and in all her fitting out, her materials were what is termed *single found*, *i. e.* she had only one anchor, one cable, &c. Such was the manner in which she was

"Whistled down the wind, to prey on fortune."

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the Falcon: but perceiving her to be a sloop of war, she immediately hauled her wind, and fired her stern chases. Captain Bisset, astonished at this conduct, instantly stood after her, and coming up with her, demanded the reason of such conduct; when he was told by the commander of the privateer, that *France had declared war against all the world.* The Falcon then fired a few guns, and the Frenchman striking her colours, was taken possession of by the crew of the Falcon.

April 11. On Friday last, the first French prize taken by any vessels belonging to the port of Liverpool, since the commencement of hostilities, was brought in there. She is a fine Bermuda-built brig, raised upon a cedar frame, and copper-bottomed, called L'Agreeable, P. M. Culler, master, from Port au Prince, for Bourdeaux, about 150 tons burthen. She was captured by the ship Harriet, Caitcheon, belonging to Mr. Thomas Barton of Liverpool.

14. A Spanish register ship was taken by the Dumourier French privateer, of twenty-two six pounders, copper-bottomed, on her passage to Cadiz, about eighty leagues from that port;—and after having been eleven days in possession of the French, was retaken with the Dumourier, by the Phaëton, Sir A. Douglas, in sight of Admiral Gell's squadron, 140 leagues to the westward of the Lizard. The cargo had been two years in collecting from different parts of the coast, and was without exception the richest ever trusted on board of any single ship. It certainly was not over rated at twelve or thirteen hundred thousand pounds. Many bars of gold were found thinly coated with pewter, and denominated in the invoice, by order of the Spanish merchants, *fine pewter.* The capture was made off Cape Finisterre in lat. 44 N. long. 22 W. The ships in company at the time were the admiral's ship St. George of 98 guns, Edgar of 74, Ganges 74, and Egmont 74. The captain of the register ship took the French privateer to be an Algerine; having never seen the national colours, or heard of the war; and from the dread of being made a slave, stood an action of five hours in which he had ten men killed, and thirty-seven wounded. His upper works were entirely shattered; and his people, having been at sea from the time the ship left Lima, could not longer support the fatigue of the action. The money came over London Bridge in twenty-one waggons, escorted by a party of light dragoons, and was safely lodged in the Tower. The Honourable Captain Yorke, of the Circe frigate, took the first account to Corunna, in Spain, of the capture of the galleon. While the Circe was there, an order came to Corunna to release all English ships, that had been retaken by the Spaniards, on paying a tenth for salvage. On the 11th of December 1793, Sir James Marriott delivered the provisionary decision of the High Court of Admiralty, respecting the re-

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captured Spanish register ship—" That the ship and cargo should be restored to his Catholic Majesty, and his subjects the claimants, agreeable to the prayer; and that one eighth of the value, after deducting the expence on both sides, be paid for salvage: provided, that within six months, it shall be declared by his Catholic Majesty, in some public act, that all ships and cargoes that are, or shall be captured by the King of Spain, together with private ships to be fitted out, belonging to this country, be restored upon the like terms to his Britannic Majesty: otherwise the said ship St. Jago shall be considered as a good and lawful prize to the British recaptors." The agents for the capture of the above ship, having dissented from the above adjudication in 1793, and entered an appeal to the Lords of the Council for the final issue; they adjudged to the captors, in January 1795, the sum of 935,000l.

—His Majesty's sloop Spitfire, Captain Durham, on the 27th of April fell in with two French armed brigs, the one of sixteen, and the other of twelve guns; which she engaged for half an hour, under the fort at Cherburg; and at last obliged them to bear up for the harbour, when the Spitfire was under the necessity to leave off the chase to prevent going on shore. The Spitfire received no material damage, either from the brigs, or from the fort, which during the engagement kept a constant fire upon her.

Admiralty Office, June 1, 1793.

Captain Laforey, of his Majesty's sloop the Fairy, arrived this afternoon at this office, with a Letter from Vice Admiral Sir John Laforey, Commander in Chief of his Majesty's ships at the Leeward Islands, to Mr. Stephens, of which the following is a copy:

Trusty, Great Courland Bay, Tobago, April 22.

SIR,

I beg leave to acquaint you, for their Lordships' information, with the capture of the island of Tobago. I sailed with part of my squadron from Barbadoes the 12th instant; accompanying Major General Cuyler, with the land forces destined for the expedition, and put them on shore in this bay, on the evening of the 14th: when General Cuyler, having received intelligence that rendered it necessary to lose no time in his advances, marched immediately across the island to Scarborough, and at three o'clock on the next morning, after having summoned the fort to surrender, ineffectually, stormed the works, and carried them against a strong resistance, with some loss, the number of the enemy that defended them being fully equal to that of his Majesty's troops who made the attack.

I dispatch Captain Laforey, commander of his Majesty's sloop Fairy, with this account. I have the honour to be, &c.

Philip Stephens, Esq. JOHN LAFOREY.

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May 27. The Nymph frigate, Captain Pellew, and the Venus frigate, Captain Jonathan Faulknor, sailed from Spithead the 19th of May on a cruise to the southward. On the 25th they separated in chase, and on the 27th the Venus, about day-light, fell in with a large French frigate, the Proserpine, of 36 guns, besides cannonades. The Venus was unable to bring her to close action, before eight o'clock in the morning, which continued very warm until half past eleven o'clock. The French frigate was then perfectly silenced, had been making off for some time, and did not fire a gun for the last half hour; but the Venus still kept following her close, and repeatedly raked her on both quarters. The French frigate's deck was totally deserted, her ports lowered down, several of them beat into one; and without a doubt in a few minutes must have struck her colours, but for her consort the Cleopatra being discovered working up to her assistance. On seeing which, the French frigate, the Venus was engaging, made a private signal, which was immediately answered by the other, who hoisted French national colours under a great press of sail. The frigate engaged, then bore up, and run down to her. Captain Faulknor kept his wind, and got ready to receive the other French frigate, who continued to stand after him. The Venus was very much damaged in her masts, yards, sails, and rigging; all her lower shrouds were shot away, except one; her main, and every other stay, shot asunder; the fore, main, and mizen masts considerably wounded; the main-topsail shot clean out of the bolt ropes, the mizen stay-sail had more than one hundred shots through it, with the loss of two men killed and twenty wounded.

This brilliant action, without a marine on board, twenty men short of complement, and with only three petty officers of the quarter deck, is an additional proof of the gallant conduct of Captain Faulknor, his officers, and men. Had the Nymph fortunately joined the Venus, there cannot remain the smallest doubt, but both these French frigates would have been captured; they had seen them twice before during their cruise, but could not get near enough to bring them to action. The two French ships were both from Cherburg, and the action was fought in mid-channel. The French frigate mounted six guns more than the Venus.

30. A severe engagement, that lasted four hours, took place about six leagues from Gibraltar, between the Iris frigate of 32 guns, Captain George Lumsdaine, and a French ship of superior force. Several men were killed on both sides, and the Honourable Lieutenant A. Bennet was wounded in the right thigh. They were at last obliged to separate.

(*To be continued.*)

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DESCRIPTION OF PLATE V.

THIS engraving, from the original design by Mr. Pocock, is a correct representation of the gallant manœuvre of Lord Howe, on the 1st of June 1794; and will give those, who are anxious to form a clear idea of this memorable action, an accurate and just comprehension of it. The view is supposed to be taken from the eastward, or windward of the line of battle. Lord Howe, about half past nine A. M. in the Queen Charlotte, with the signal flying for closer action, and top-gallant sails set, broke through the French line. His ship is accordingly seen, nearly under the stern of the Montagne, luffing up under her lee quarter, and pouring in her larboard broadside;—whilst, with her starboard guns, she rakes the Jacobin, the French admiral's second astern, who had shot ahead, hoping to close the space, and thus to baffle the determined bravery of the English admiral. But in this she was disappointed, with the loss of her foremast and bowsprit, the former of which is described as falling.

The Montagne not able to sustain the Queen Charlotte's tremendous fire, which Mons. Jean Bon St. André so emphatically terms* *ces décharges meurtriéres*, is seen setting her top-gallant sails to shoot ahead. The fore-top mast of the Queen Charlotte appears shot away. In distance is represented the Marlborough, with her head to the wind, and all her sails aback, athwart the Impetueux, and another French ship, which she is engaging. For particulars of this action we must refer our readers to our first number, and to Lord Howe's Gazette Letters, which will appear in our Historical Narrative of Naval Actions.

* Naval Chronicle, No 1. page 25.

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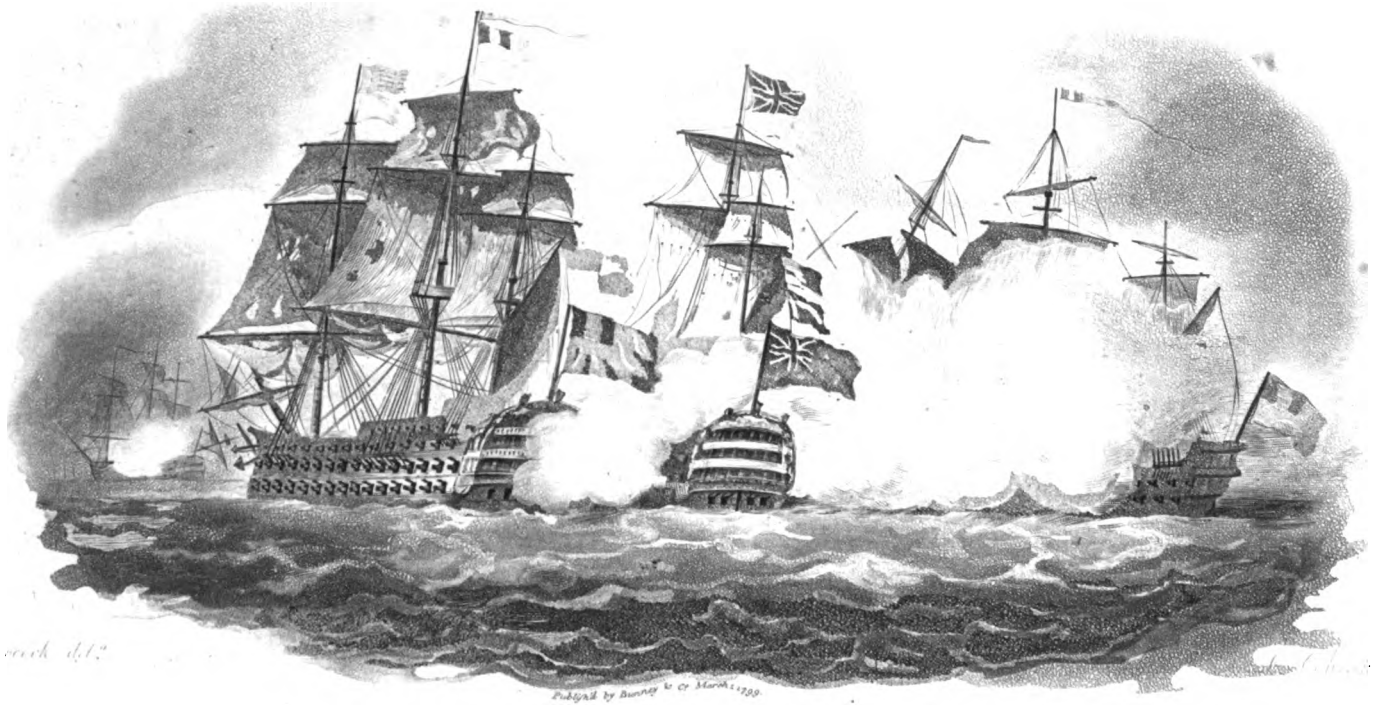

Ld Howe breaking the French Line of Battle on the 1st of June 1794

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NAVAL LITERATURE.

A Voyage of Discovery to the North Pacific Ocean, and round the World; in which the Coast of North-west America has been carefully examined and accurately surveyed. Undertaken by his Majesty's Command, principally with a View to ascertain the Existence of any Navigable Communication between the North Pacific and North Atlantic Oceans; and performed in the Years 1790, 1791, 1792, 1793, 1794, *and* 1795, *in the Discovery Sloop of War*, and Armed Tender Chatham, under the command of Captain* George Vancouver. *In Three Volumes Royal 4to. and a Folio Volume of Charts and Headlands, 6l. 6s.* Robinsons, Edwards, 1798.—*Vol. I.* 432 *Pages,* 7 *Plates.*

WE have not of late years perused any voyage so well composed, and throughout arranged in so judicious and able a manner, as the valuable one that has been presented to the public in these volumes. Both in point of composition and ability, it must always rank high among those works, which are considered as naval classics by professional men. At the head of these the relation of Lord Anson's voyage has long been placed: and we think, with due submission to the opinion of others, the present one of Vancouver deserves in point of literary merit to be held in an equal estimation. There is no work that requires more address in its composition, than the relation of a voyage, necessarily containing a great variety of nautical and astronomical terms, whose novelty had been greatly diminished, by the relation of preceding circumnavigators; and in which the journals of others must be blended with the narration, and be united with the remarks, which the writer's own observation had already formed.

The labours of Dr. Hawkesworth, the succeeding voyages of the ever-lamented Captain Cook, and the different vo-

* Number of officers and men in the Discovery sloop of war, 100.—Captain, *George Vancouver*; Lieutenants, *Zachariah Mudge, Peter Puget, Joseph Baker*; Master, *Joseph Whitbey*

Number of officers and men on board the Chatham armed tender, 45.—Commander, *Lieutenant W. R. Broughton*; Lieutenant, *James Hanson*; Master, *James Johnstone.*

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lumes which have since been published relating to the Pacific Ocean, form a most valuable collection of nautical remarks, and geographical knowledge: and it is much to be wished, for the general good of the service, that the whole may, at some future period, be published in a size more adapted to the limits of a moderate fortune, and more calculated to be received into the library of the mariner.

The publication we have at present to consider, which we particularly recommend to the attentive perusal of our readers, experienced a considerable disadvantage in consequence of the decease of Captain Vancouver. The first volumes, excepting the introduction, and as far as page 288 of the last volume, were printed before his death. He had also prepared the Introduction, and a further part of the Journal as far as Page 408 of the last Volume. The remainder was arranged for the press by his brother, Mr. John Vancouver, as we are thus informed:

The whole narrative of the Voyage of Discovery having been brought to its conclusion at Valparaiso, by Captain Vancouver himself, there only remains for me to add, that in preparing for the press the small remainder of his journal, comprehending the passage round Cape Horn to St. Helena, and from thence to England, I have strictly adhered to the rough documents before me; but as no new incidents occurred in this part of the voyage, and as the insertion of log-book minutes, over a space which is now so frequently traversed, cannot either be useful or entertaining, I have endeavoured to compress this portion of the journal into as few pages as possible.

If the reader compares the following account of stores and personal comforts, supplied by the Board of Admiralty for this voyage, with the painful reflections of Wallis and Cartaret on the want of them; he will perceive, that since that period, a very considerable improvement has taken place in a department, which holds as it were in balance, the dearest interests of Great Britain.

The Board of Admiralty, greatly attentive to our personal comforts, gave directions that the Discovery and Chatham, should each be supplied with all such articles as might be considered in any way likely to become necessary, during the execution of the long and arduous service in which we were about to engage. Our stores, from the na-

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val arsenals, were ordered to be selected of the very best sorts, and to be made with materials of the best quality. In addition to the ordinary establishment, we were supplied with a large assortment of seines and other useful fishing geer of various kinds. The provisions were furnished at the Victualling-office with the greatest care, all of which proved to be excellent, and manifested the judgment which had been exercised in the selection and preparation of the several articles. To these were added a large proportion of sour-krout, portable soup, wheat instead of the usual supply of oatmeal for breakfast, the essence of malt and spruce, malt, hops, dried yeast, flour, and seed mustard, which may all be considered as articles of food. Those of a medicinal nature, with which we were amply supplied, were Dr. James's powders; vitriolic elixir; the fob of lemons and oranges, in such quantities and proportions as the surgeon thought requisite; together with an augmentation to the usual allowance, amounting to a hundred weight, of the best peruvian bark.

To render our visits as acceptable as possible to the inhabitants of the islands or continent in the Pacific Ocean, and to establish on a firm basis a friendly intercourse with the several tribes we might occasionally meet with, Lord Grenville directed that a liberal assortment of various European commodities, both of a useful and ornamental nature, should be sent on board from the Secretary of State's office. From the Board of Ordnance the vessels were supplied with every thing necessary for our defence, and amongst other articles were four well-contrived three pound field pieces for the protection of our little encampment against any hostile attempts of the native Indians, amongst whom we should necessarily have frequent occasion to reside on shore; and for the amusement and entertainment of such as were peaceably and friendly disposed towards us, we were furnished with a most excellent assortment of well-prepared fire works.

The first volume is divided into two books: one of which gives an account of their transactions from the commencement of the expedition until their departure from Otaheite. In the other, they visit the Sandwich Islands, proceed to survey the coast of New Albion, pass through an inland navigation, arrive at Nootka, and Port St. Francisco.

The following reflections, on leaving his native land, are particularly well conceived:

A gentle breeze from the N. E. at day dawn on Friday, the 1st of April, enabled us to sail out of Carrick road, in company with the Chatham; and at midnight we took a long farewell of our native

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shores. The Lizard lights bore by compass north-north west, half west, about eight leagues distant; and the wind being in the western quarter, we stood to the southward. Towards the morning of the 2d, on the wind's shifting to the south, we stood to the westward, clear of the English channel; with minds, it may easily be conceived, not entirely free from serious and contemplative reflections. The remote and barbarous regions, which were now destined, for some years, to be our transitory places of abode, were not likely to afford us any means of communicating with our native soil, our families, our friends, or favourites, whom we were now leaving far behind; and to augment these painful reflections, his Majesty's proclamation had arrived at Falmouth, the evening prior to our departure, offering bounties for manning the fleet; several sail of the line were put into commission, and flag officers appointed to different commands; these were circumstances similar to those, under which, in August 1776, I had sailed from England in the Discovery, commanded by Captain Clerke, on a voyage which in its object nearly resembled the expedition we were now about to undertake. This very unexpected armament could not be regarded without causing various opinions in those, who, from day to day, would have opportunities of noticing the several measures inclining to war or peace; but to us, destined as it were, to a long and remote exile, and precluded, for an indefinite period of time, from all chance of becoming acquainted with its result, it was the source of inexpressible solicitude, and our feelings on the occasion may be better conceived than described.

After inserting some judicious remarks on crossing the Equator (Page 11.), Captain Vancouver, in compliance with the method proposed in the Introduction for correcting the errors of navigation, having passed through the Atlantic, takes a retrospect (Page 14) of the whole passage. His subsequent survey of the coast of Holland, comprehending an extent of 110 leagues, affords a more correct idea of that country than we had before received; and entirely overthrows an opinion of Dampier, who considered the whole of the western part of New Holland as consisting of a cluster of islands. On Thursday, the 22d of December 1793, at a considerable distance from the tracks of former navigators, they discovered an island named Oparo:—in the latitude of 27° 36′, and, by their lunar observations, of the two preceding days, reduced to its centre by the chronometer, in longitude 215° 58′ 28″, the mean of the variation was 5° 40′ eastwardly. Its prin-

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cipal character was a cluster of high craggy mountains, forming in several places most romantic pinnacles, with perpendicular cliffs, nearly from their summits to the sea.

In the latitude of 35°. 25′; longitude 217° 24′, by the dead reckoning 214° 42′; our navigators found themselves in the midst of immense numbers of the sea blubber of the species of the medusa villilia.

The surface of the ocean, as far as the eye could reach, was covered with these animals in such abundance, that even a pea could hardly be dropped clear of them. The largest did not exceed four inches in circumference; and adhering to them was found a worm of a beautiful blue colour, much resembling a caterpillar. This worm is about an inch and a half long, thickest towards the head, forming a three-sided figure, its back being the broadest; its belly or under part, was provided with a festooned membrane, with which it attached itself to the medusa villilia. Along the ridge connecting the sides and back from the shoulders to the tail, on each side, are numberless small fibres, about the eighth of an inch in length, like the downy hair of insects, but much more substantial; probably intended to assist the animal in its progress through the water. This worm or caterpillar, Mr. Menzies considered to be a new genus.

The medusa villilia attended them in the greatest abundance over a space of seven degrees of longitude. Captain Vancouver has inserted the following description of them by Mr. Johnstone, who paid particular attention to these extraordinary creatures.

These small blubbers are of an oval form, quite flat, and measuring about an inch and an half the longest way; their under side is somewhat concave; the edges, for near a quarter of an inch in width, are of a deep blue colour, changing inwardly to a pale green; the substance being much thinner and more transparent there, than on the upper side. Perpendicularly to the plain of their surface, stands a very thin membrane, extending nearly the whole length of its longest diameter in a diagonal direction; it is about an inch in height, and forms a segment of a circle. This membrane, which seemed to serve all the purposes of a fin and a sail, was sometimes observed to be erect; at others, lying flat, which was generally the case in the morning; but as the day advanced, it became extended. Whether this was voluntary, or the effect of the sun's influence, was a question not easily to be decided. When the membrane was down, these little animals,

collected into compact clusters, were apparently destitute of any motion, and their colour at that time seemed of a dark green.

Soon after mid-day, on Tuesday, the 17th of April, they discovered the coast of New Albion, bearing by compass E. N. E. to E. by S. at the distance of about two leagues, on which the surf broke with great violence. The shore appeared straight and unbroken, of a moderate height, with mountainous land behind, chiefly covered with stately forest trees. Having proceeded along the coast to the northward, ranging as near it as was possible, they continued to explore its various windings, until they arrived at those regions where the imagination of closet philosophers, since the days of John de Fuca, the Greek pilot, in 1592, has expatiated with a luxuriancy worthy of the relations of the Arabian Sindbad.

The serenity of the weather, although very pleasant, was rendered excessively irksome by the want of wind; our progress was slow, and our curiosity was much excited to explore the promised expansive Mediterranean ocean, which, by various accounts, is said to have existence in those regions. The several large rivers and capacious inlets that have been described as discharging their contents into the Pacific, between the 40th and 48th degree of north latitude, were reduced to brooks, insufficient for our vessels to navigate, or to bays, inapplicable as harbours, for refitting; excepting that one of which Mr. Dalrymple informs us, "that it is alledged that the Spaniards have recently found an entrance in the latitude of 47° 45' north, which in twenty-seven days course brought them to the vicinity of Hudson's Bay; this latitude exactly corresponds to the ancient relation of John de Fuca, the Greek pilot, in 1592 *." This inlet could be now only ten miles from us; and another that had been visited by Mr. Mears, and other traders on the coast, was not more than twenty leagues distant. We had been extremely fortunate in the favourable winds that had attended us along this coast, and their absence at this juncture made us impatient for their return. Our anxiety was, however, of no long duration, as by three o'clock on Sunday morning we were indulged with a pleasant breeze, with which at day light we weighed and stood along the shore to the north-west. Whilst at anchor, we found a constant current, without intermission, setting in the line of the coast to the northward, at an uniform rate of near half a league per hour. Since we had passed Cape Orford, we had been regularly thus affected, and car-

* Vide Mr. Dalrymple's Plan for promoting the Fur Trade, &c. p. 81, 1765.

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ried further to the north, by ten or twelve miles per day, than we expected.

At four o'clock, a sail was discovered to the westward standing in shore. This was a very great novelty, not having seen any vessel but our consort, during the last eight months. She soon hoisted American colours, and fired a gun to leeward. At six we spoke her. She proved to be the ship Columbia, commanded by Mr. Robert Gray, belonging to Boston, whence she had been absent nineteen months. Having little doubt of his being the same person who had formerly commanded the sloop Washington, I desired he would bring to, and sent Mr. Puget and Mr. Menzies on board to acquire such information as might be serviceable in our future operations.

The most remarkable mountain we had seen on the coast of New Albion, now presented itself. Its summit, covered with eternal snow, was divided into a very elegant double fork, and rose conspicuously from a base of lofty mountains, clothed in the same manner, which descended gradually to hills of a moderate height, and terminated like that we had seen the preceding day, in low cliffs falling perpendicularly on a sandy beach; off which were scattered many rocks and rocky isles of various forms and sizes. This was generally considered, though it was not confirmed by its latitude, to be the Mount Olympus of Mr. Mears, it being the only conspicuous mountain we had observed on the part of the coast he had visited. Mount Olympus is placed in latitude 47° 1c'; whereas our latitude now was 47° 38': and as this mountain bore north 55° east, it must consequently be to the north of us, although we were unable to determine its precise situation, by the thick hazy weather which shortly succeeded.

On the return of the boat, we found our conjectures had not been ill grounded, that this was the same gentleman who had commanded the sloop Washington at the time, we are informed, she had made a very singular voyage behind Nootka. It was not a little remarkable, that on our approach to the entrance of this inland sea, we should fall in with the identical person who, it had been stated, had sailed through it. His relation, however, differed very mater ally from that published in England. It is not possible to conceive any one to be more astonished than was Mr. Gray, on his being made acquainted that his authority had been quoted, and the track pointed out that he had been said to have made in the sloop Washington. In contradiction to which, he assured the officers, that he had penetrated only fifty miles into the straits in question, in an east north east direction; that he found the passage five leagues wide; and that he understood from the natives, that the opening extended a considerable distance to the northward; that this was all the information he had acquired respecting this inland

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sea, and that he returned into the ocean by the same way he had entered. The inlet he supposed to be the same that De Fuca had discovered, which opinion seemed to be universally received by all the modern visitors. He likewise informed them of his having been off the mouth of a river in the latitude of 46° 10′, where the outset, or reflux, was so strong as to prevent his entering for nine days. This was, probably, the opening passed by us on the forenoon of the 27th; and was, apparently, inaccessible, not from the current, but from the breakers that extended across it. He had also entered another inlet to the northward, in latitude 54° ½; in which he had sailed to the latitude of 56°, without discovering its termination. The south point of entrance into De Fuca's straits he stated to be in 48° 24′, and conceived our distance from it to be about eight leagues. The last winter he had spent at Port Cox, or, as the natives call it, Clayoquot, from whence he had sailed but a few days. During the winter he had built a small vessel, in which he had dispatched a mate and ten men to barter for furs on Queen Charlotte's Islands, and was himself now commencing his summer's trade along the coast to the Southward. Whilst he remained at Clayoquot, Wicananish, the chief of that district, had concerted a plan to capture his ship, by bribing a native of Owhyhee, whom Mr. Gray had with him, to wet the priming of all the fire-arms on board, which were constantly kept loaded; upon which the chief would easily have overpowered the ship's crew, by a number of daring Indians who were assembled for that purpose. This project was happily discovered, and the Americans being on their guard, the fatal effects of the enterprize were prevented.

The evening of the 29th brought us to an anchor in very thick rainy weather, about eight miles within the entrance on the southern shore of the supposed straits of De Fuca. The following morning, a gentle breeze sprang up from the north-west, attended with clear and pleasant weather, which presented to our view this renowned islet. Its southern shores were seen to extend, by compass, from north 83 west to east; the former being the small island we had passed the preceding afternoon, which lying about half a mile from the main land, was about four miles distant from us; its northern shore extends from north 68 west to north 73 east; the nearest point of it, distant about three leagues, bore north 15 west. We weighed anchor with a favourable wind, and steered to the east along the southern shore, at the distance of about two miles, having an uninterrupted horizon between east and north 73 east. The shores on each side the straits are of a moderate height, and the delightful serenity of the weather permitted our seeing this inlet to great advantage. The shores on the south side are composed of low sandy cliffs, falling perpendicularly on beaches of sand or stones. From the top of these cliffy emi-

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pences, the land appeared to take a further gentle moderate ascent, and was entirely covered with trees chiefly of the pine tribe, until the forest reached a range of high craggy mountains, which seemed to rise from the wood-land country in a very abrupt manner, with a few scattered trees on their steril sides, and their summits covered with snow. The northern shore did not appear quite so high: it rose more gradually from the sea-side to the tops of the mountains, which had the appearance of a compact range, infinitely more uniform, and much less covered with snow than those on the southern side.

Our latitude, at noon, was 48° 19′: longitude 236° 19′ and the variation of the compass 18° eastwardly. In this situation, the northern shore extended by compass from north 82 west to north 52 east; between the latter, and the eastern extremity of the southern shore, bearing north 88 east, we had still an unbounded horizon; whilst the island before-mentioned, continuing to form the western extremity of the southern shore, bore south 84 west. By these observations, which I have great reason to believe were correctly taken, the north promontory of Classet is situated in latitude 48° 23½, longitude 235° 38′. The smoothness of the sea, and clearness of the sky, enabled us to take several sets of lunar distances, which gave the longitude to the eastward of the chronometer, and served to confirm our former observations, that it was gaining very materially on the rate as settled at Otaheite. As the day advanced, the wind, which as well as the weather was delightfully pleasant, accelerated our progress along the shore. This seemed to indicate a speedy termination to the inlet, as high land now began to appear just rising from that horizon which, a few hours before, we considered to be unlimited. Every new appearance, as we proceeded, furnished new conjectures: the whole was not visibly connected; it might form a cluster of islands separated by large arms of the sea, or be united by land not sufficiently high to be yet discernible. About five in the afternoon, a long, low, sandy point of land was observed projecting from the cliffy shores into the sea, behind which was seen the appearance of a well-sheltered bay, and a little to the south-east of it, an opening in the land, promising a safe and extensive port. About this time a very high conspicuous craggy mountain, bearing by compass north 50 east, presented itself, towering above the clouds: as low down as they allowed it to be visible it was covered with snow, and south of it, was a long ridge of very rugged snowy mountains, much less elevated, which seemed to stretch to a considerable distance.

As my intention was to anchor for the night under the low point, the necessary signals were made to the Chatham, and at seven we hauled round it at the distance of about a mile. This was, however, too near, as we soon found ourselves in three fathoms water; but, on

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steering about half a mile to the north, the depth increased to ten fathoms, and we rounded the shallow spit, which, though not very conspicuous, is shewn by the tide causing a considerable rippling over it. Having turned up a little way into the bay, we anchored on a bottom of soft sand and mud in fourteen fathoms water. The low sandy point of land, which from its great resemblance to Dungeness in the British Channel I called New Dungeness, bore by compass north 41 west about three miles distant, from whence the low projecting land extends until it reaches a bluff cliff of a moderate height, bearing from us south 60 west about a league distant. From this station the shores bore the same appearance as those we had passed in the morning, composing one entire forest. The snowy mountains of the inland country were however, neither so high nor so rugged, and were further removed from the sea shore. The nearest parts bore by compass from us south about half a league off; the apparent port south 50 east about two leagues, and the south point of an inlet, seemingly very capacious, south 85 east; with land appearing like an island, moderately elevated, lying before its entrance, from south 85 east to north 87 east, and the south east extremity of that which now appeared to be the southern shore, north 71 east. From this direction round by the north and north-west, the high distant land formed, as already observed, like detached islands, amongst which the lofty mountain, discovered in the afternoon by the third lieutenant, and in compliment to him called by me Mount Baker, rose a very conspicuous object, bearing by compass north 43 east apparently at a very remote distance. A small Indian village was near us on the south-side of the bay, but we had not yet been visited by any of the inhabitants. We had now advanced further up this inlet than Mr. Gray, or (to our knowledge) any other person from the civilized world; although it should hereafter be proved to be the same which is said to have been entered by De Fuca, in support of which, oral testimony is the only authority produced, a tradition rendered still more doubtful by its entrance differing at least 40′ in latitude.

Considering ourselves now on the point of commencing an examination of an entirely new region, I cannot take leave of the coast already known, without intruding a short remark on that part of the continent, comprehending a space of nearly two hundred and fifteen leagues, on which our inquiries had been lately employed under the most fortunate and favourable circumstances of wind and weather. So minutely had this extensive coast been inspected, that the surf had been constantly seen to break on its shores from the mast-head; and it was but in a few small intervals only, where our distance precluded its being visible from the deck. Whenever the weather prevented our making free with the shore, or on our hauling off for the night, the re-

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turn of fine weather and day-light, uniformly brought us, if not to the identical spot we had departed from, at least within a few miles of it, and never beyond the northern limits of the coast which we had previously seen. An examination so directed, and circumstances happily concurring to permit its being so executed, afforded the most complete opportunity of determining its various turnings and windings, as also the position of all its conspicuous points, ascertained by meridional altitudes for the latitude, and observations for the chronometer, which we had the good fortune to make constantly once, and in general twice every day, the preceding one only excepted.

It must be considered as a very singular circumstance, that in so great an extent of sea-coast, we should not until now have seen the appearance of any opening in its shores, which presented any certain prospect of affording shelter: the whole coast forming one compact, solid, and nearly straight barrier against the sea.

The river Mr. Gray mentioned should, from the latitude he assigned to it, have existence in the bay south of Cape Disappointment. This we passed on the forenoon of the 27th: and, as I then observed, if any inlet or river should be found, it must be a very intricate one, and inaccessible to vessels of our burthen, owing to the reefs and broken water which then appeared in its neighbourhood. Mr. Gray stated, that he had been several days attempting to enter it, which at length he was unable to effect in consequence of a very strong outset. This is a phenomenon difficult to account for; as, in most cases where there are outsets of such strength on a sea-coast, there are corresponding tides setting in. Be that however as it may, I was thoroughly convinced, as were also most persons of observation on board, that we could not possibly have passed any safe navigable opening, harbour, or place of security for shipping on this coast, from Cape Mendocino to the Promontory of Classet; nor had we any reason to alter our opinions, notwithstanding that theoretical geographers have thought proper to assert, in that space, the existence of arms of the ocean, communicating with the Mediterranean sea, and extensive rivers, with safe and convenient ports. These ideas, not derived from any source of substantial information, have, it is much to be feared, been adopted for the sole purpose of giving unlimited credit to the traditionary exploits of ancient foreigners, and to undervalue the laborious and enterprizing exertions of our own countrymen in the noble science of discovery.

Since the vision of the southern continent (from which the Incas of Peru are said to have originated) has vanished, the pretended discoveries of De Fuca, and De Fonte, have been revived, in order to prove the existence of a north-west passage. These have been supported by the recent concurring opinions of modern traders, one of

whom is said to conceive, that an opening still further to the north is that which De Fuca entered. Under this assertion, should any opening further to the northward be discovered leading to a north west passage, the merit of such discovery will necessarily be ascribed to De Fuca, De Fonte, or some other favourite voyager of these closet philosophers.

Captain Vancouver on leaving the solitary regions he had so minutely explored, by his own perseverance, assisted by the unwearied diligence of Mr. Broughton, Mr. Mudge, Mr. Puget, Mr. Whitbey, Mr. Johnstone, and other officers, thus concludes his survey of the north-west continental shore of America in 1792.

Had Mr. Johnstone found a termination to the inlet under his examination, I should have proceeded up the main arm of this sound to the northward, along the shore of the continent, in quest of a more northerly passage to sea; but as that had not been effected, I pursued that which I had seen from the boats leading to the westward through Calvert's Islands; being now resolved, in consequence of the intelligence I had received from Nootka, to abandon the northern survey of the continental shore for the present season. This I had otherwise intended to have continued at least a month longer; but as the distressing event of Mr. Hergest's death, necessarily demanded my presence in the execution of his Majesty's commands at Nootka, I determined to repair thither immediately. This determination favoured also another design I much wished to execute; namely, that of extending the examination of the coast this autumn southward from Cape Mendocino, to the southernmost point of our intended investigations in this hemisphere. Having the greatest reason to be satisfied with the result of our summer's employment, as it had, by the concurrence of the most fortunate circumstances, enabled us finally to trace and determine the western continental shore of North America, with all its various turnings, windings, numerous arms, inlets, creeks, bays, &c. &c. from the latitude of 39° 5′, longitude 236° 36′, to Point Menzies, in latitude 52° 18′ longitude 232° 55′; we took our leave of these northern solitary regions, whose broken appearance presented a prospect of abundant employment for the ensuing season, and directed our route through the passage above-mentioned, in order to make the best of our way towards Nootka.

The late indefatigable Captain Cook, as Mr. John Vancouver observes in the Dedication, has already shewn that a southern continent did not exist: and has ascertained the im-

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portant fact of the near approximation of the northern shores of Asia to those of America. To these great discoveries the exertions of Captain Vancouver have added the complete certainty, that within the limits of his researches on the continental shore of North-west America, no internal sea, or other navigable communication whatever exists, uniting the Pacific and Atlantic Oceans.

(*To be continued.*)

TO THE EDITOR OF THE NAVAL CHRONICLE.

MR. EDITOR,

AS in the First Number of your Work, you dwell particularly on the merits of Mr. Clerk's Naval Tactics; I enclose the criticism of an officer, which I have had permission to copy, from his own memorandums on a blank leaf of the book: the communication may possibly be acceptable to your readers.

THIS essay is certainly to be regarded as a very extraordinary effort of genius in the author; who, being without any practical knowledge in the profession, must form all his deductions from the powers of his own fertile mind, in the discussion of the subject. I think many of his remarks on general actions are very just; but his idea of them, being solely taken from the public correspondence of the different commanders, cannot give opportunity, in the desired degree, for the improvement of officers anxious to perfect themselves in naval tactics: first, because of the want of a more minute, or particular recital of the various incidents, occurring on either side in general engagements: and secondly, on account of the limited extent, to which the observation of the chief commanders, on such occasions, is almost unavoidably confined. The author grounds the system he would establish, for that he supposes to have been the only one before in practice, on a presumption, that the enemy has always meant (and ever intends) to avoid being engaged in a general action: but I cannot perceive that he assigns the enemy the movements, which they would naturally adopt, on such an attack as he describes may be made on their rear. Mr. Clerk appears to claim the merit of having *first suggested* that peculiar mode of attack. He nevertheless takes notice of the admitted insufficiency of the only *established code* of signals (the general sailing and fighting instructions instituted by Admiralty authority towards the end of the last century), as having required material additions to be made to them by the commanders in

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chief at later periods. Had Mr. Clerk examined such documents, he would have found provision was therein made for the same manner of attack occasionally, more (if I mistake not) than thirty years antecedent to his first publication in 1782: viz. by a signal in substance *to engage the ships of the enemy as arriving up with them in succession.* On recurring to those documents and explanatory instructions, he would have been better enabled to judge of the ideas, which prevailed in later times, both preparatory to, and for the government of fleets in battle. Why such abovementioned provision was not adverted to in the instances he details, I do not pretend to account. The author appears to have been much seduced by the pleasing belief of being the original proposer of a perfect, or more improved system of naval tactics; but being deficient in practical knowledge, he has been induced, from his earnestness to cause the adoption of it, into many erroneous conclusions in different parts of his work.

I never, Mr. Editor, before heard of *the curve of pursuit*, on which Mr. Clerk largely comments. If it ever was in the contemplation of any flag officer to apply it, as the author insinuates, such commander must have forgotten, that the chord, or what Mr. Clerk terms the *oblique line of approach*, is the shortest distance; as it is the most advantageous, and easily to be traced in steerage, between the two extreme points of an arch; and must also have entirely disregarded, what I conceive to be the ordinary rule of practice, on the cruising service, when ships to leeward, keeping their wind, are to be joined by those chasing from a windward position. A simple demonstration of this will be found, I think, in P. Hoste.

Before Mr. Clerk had been led to imagine, that the idea of *forcing the enemy's line* was a late suggestion, he should have remembered, that this mode of attack is recorded in the *earliest* relation of naval actions extant; and has been more recently brought into notice, by the practice of it, even from the commencement of the Dutch wars in the last century. It is not however my intention by these reflections to discountenance the circulation of Mr. Clerk's Naval Tactics. On the contrary, I highly recommend an attentive perusal of the work (and indeed of all similar publications, whether in French or English) to every officer, who is anxious to acquire an habit of adverting readily to apposite expedients, in different situations; when the arduous trust of a squadron, or the more important and serious charge of a fleet, suspends for a time, on a trembling balance, that reputation, which the service of many years had acquired. I remain, Mr. Editor,

Your very humble servant,

X. Z.

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Naval Poetry.

Song of the Battle of the Nile. Published for the Benefit of the Widows and Children of the brave Men who fell on that memorable Day, and humbly inscribed to the Gentlemen of the Committee. By the Rev. W. L. Bowles, *A. M. of Donhead, Wiltshire, and Rector of Dumbleton, Gloucestershire.* Cadell *and* Davies, *and* C. Dilly. 1*s.* 6*d.* 1799. 4*to.* 15 *Pages.*

We were particularly gratified in hearing, that Mr. Bowles had struck the lyre in praise of the glorious victory off the Nile. We have often listened to his bold and original notes, that issued from

> " Within the hollow of a shell
> That spoke so sweetly and so well."

Mr. Bowles not only feels inspired with his subject, but enjoys, in a very high degree, that magic art of poesy, which consists in communicating a portion of such inspiration to his readers. As we are perfectly unacquainted with this gentleman, but by his writings, we hope to be allowed to render him this inconsiderable, though respectful homage of our praise. There is a burst of soul in his compositions that demands admiration:

I.

" Shout, for the Lord hath triumph'd gloriously!*
Upon the shores of that renowned land
Where erst his " mighty arm, and outstretch'd hand"
He lifted high,
And dash'd—" in pieces dash'd the enemy;"—
Upon that ancient coast
Where " Pharaoh's chariots and his host"
He cast into the deep,
Whilst o'er their silent pomp he bid the swoln sea sweep;
Upon that Eastern shore
That saw his awful arm reveal'd of yore,
AGAIN HATH HE ARISEN, and oppos'd
His foes' defying vaunt—O'er them the deep hath clos'd!

* EXODUS, chap. xv. ver. 1.—I will sing unto the Lord *for he hath triumphed gloriously;* the *horse and his rider* hath he thrown into the sea.—Verse 4. Pharaoh's chariots and his host hath he cast into the sea.—Verse 6. Thy right hand, O Lord, hath *dashed in pieces* the enemy.—Verse 10. Thou didst blow with thy wind; the sea covered them: they sank as lead in the mighty waters.

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II.

Shades of mighty chiefs of yore,
Who triumph'd on the self-same shore;
Ammon *, who first o'er ocean's empire wide
Didst bid the bold bark stem the roaring tide;
Sesac †, who from the east to farthest west
Didst rear thy pillars over realms subdu'd;
And thou ‡, whose bones do rest
In the huge pyramid's dim solitude,
Beneath the uncou h stone,
Thy name and deeds unknown,
And Philip's glorious son §
With conquest flush'd, for fields and cities won;
And thou, Imperial Cæsar, whose sole sway
The long-disputed world at last confess'd,
When on these shores thy bleeding || rival lay;
O could ye, starting from your long cold rest,
Burst Death's oblivious trance,
And once again with plumed pride advance,
How would ye own your fame surpass'd,
And on the sand your trophies cast,
When, the storm of conflict o'er,
And ceas'd the burning battle's roar,
Beneath the morning's orient light,
Ye saw, with sails all swelling white,
Britain's proud fleet, to many a joyful cry,
Ride o'er the rolling surge in awful sovereignty!"—

* He was the first that built long and tall ships with sails—"Till then they used small and round vessels of burden on the Red Sea, and kept within sight of shore." I follow the chronology of Sir Isaac Newton.

† One thousand and ten years before Christ, Sesac, in the reign of his father Ammon, invades Arabia, and sets up pillars at the mouth of the Red Sea. 1008, invades Afric and Spain, and sets up pillars in all his conquests, and particularly at the mouth of the Mediterranean. 971, invades India, and sets up pillars at the mouth of the Ganges.

‡ The memory, says Pliny, of those who built the pyramids, as a just punishment for their vanity, is buried in oblivion. It is well known, that in the lowest chambers of the largest pyramid is a sepulchre cut out of entire stone.

§ I speak of Alexander only as a conqueror; but I feel the truth of the learned Dr. Vincent's masterly developement of his enlarged views, and superior character.

|| I need not, possibly to any reader, mention the murder of Pompey, on the shores of Egypt, by which event the greatest part of the known world was possessed by Julius Cæsar. I cannot help adding, from Lucan,

Cum Ptolemæorum manes, seriemque pudendam,
Pyramides claudant, indignaque mausolea:
Littora Pompeium feriunt, truncusque vadosis
Huc illuc jactatur agnis, PHAR. lib. viii.

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VI.

—" Calm breath'd the airs along the evening bay
Where, all in warlike pride,
The Gallic squadron stretch'd its long array:
And o'er the tranquil tide
With beauteous bend the streamers wav'd on high;
But, ah! how chang'd the scene ere night descends!
Hark to the shout that heav'ns high concave rends!
Hark to the dying cry
Of thousands!—to the cannon's hollow roar,
Heard far along the Nile's affrighted shore;
Where from his oosy bed
The cow'ring crocodile * hath rais'd his head!
What bursting flame
Lightens the long tract of the gleamy brine?
From yon proud ship it came—
That tow'r'd the leader of the hostile line!
Now loud explosion rends the midnight air!
Heard ye the last deep groaning of despair?—
Heaven's fiery cope unwonted thunders fill,
Then, with one dreadful pause, earth, air, and seas, are still!"

The Battle of the Nile, by William Sotheby, *Esq.* Hatchard, Rivingtons, Cadell *and* Davies, Faulder, 1799. 2*s.* 6*d.* 27 *Pages.*

TO EARL SPENCER,

FIRST LORD COMMISSIONER OF THE ADMIRALTY, &c.

SPENCER! were mine the pow'r, by lofty lays,
Guerdon of high desert, to lift thy name
On the proud column of recording fame,
I, to bold notes, that swell the song of praise,
Had tun'd the lyre—th' immortal meed be thine,
That Freedom wreaths the patriot's brow around!—
For at thy country's call, thou, foremost found,
Didst leave the groves where science wont to twine
Thy chaplet richly grac'd with classic flowers—
Yet, Britain claims thy care:—yet firmly guide
Her fleets to conquest born on every tide—
So shall fair Peace, with Glory in her train,
Woo thee to Althorp's tranquil haunts again,
And Victory's naval crown adorn the muses' bow'rs!

Mr. Sotheby thus describes the French fleet at anchor in Aboukir Bay:

'Twas laughter loud, in tranquil leisure moor'd,
Ship link'd to ship th' entrusted coast secur'd;
Tier above tier, the brazen thunders spread,
Gleam'd like a bastion on its rocky bed:

* I know that crocodiles are seldom seen below the falls, but I hope the idea may be excused "poetice."

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Troops, charg'd with spoil, in throng'd battalions seen,
Shone bright in arms, and swarm'd the decks between;
Flat shoals behind the daring foe defy'd,
And guarded flanks immur'd on either side:
Here, rang'd o'er Ocean, floating batteries hung;
And there, the isle an iron fortress rung.
High on his deck, that, like a mountain brow,
Low'rd o'er th' unheeded wave that broke below,
Stood the brave chief; and, in triumphant state,
Gaz'd on his fleet, and mock'd malignant fate.

The action is represented with considerable force:

In vain dark night her veil o'er ocean threw,
And hid the wreck from victory's eagle view;
The angel of destruction from on high
Rush'd with red wing that blaz'd along the sky,
Stalk'd on the wave with garment dy'd in blood,
And lash'd the billows of the sounding flood!
Death heard his voice; and, as he tower'd in air,
Shook arrowy lightnings from his meteor hair.
A wild confusion of uncertain sound,
Loud shouts, and shrieks of horror, rung around;—
The groan of anguish and the brazen roar,
And the slow wave that heav'd the dead on shore;—
And all confused came floating on the sight,
Thro' transitory flames of lurid light:
Save where aloft, mid either navy rais'd,
Tower'd a vast wreck, that far o'er ocean blaz'd;
Like Etna pouring from the sea-girt height
A fiery torrent through the storm of night.
There frenzy's thrilling outcry smote the ear;
And visions flash'd, that struck the brave with fear.
Thro' the torn decks, rent sides, and shiver'd sails,
As rush'd th' expanding flame before the gales,
Pale swarms were seen, that dash'd in wild dismay
Thro' bursting fires that clos'd around their way:
Some on the masts and blazing cordage hung,
Or headlong plung'd the crowded waves among;
And on the pile of dying and of dead,
Gash'd with wide wounds, the unyielding chieftain bled!
Now seen, and now no more!—Mid globes of fire
That burst around, and blaz'd above the pire,
Death wav'd his torch, and fir'd th' imprison'd blast,
High in mid air the shiver'd fabric cast,
And rode upon the storm, and shouted as it past.

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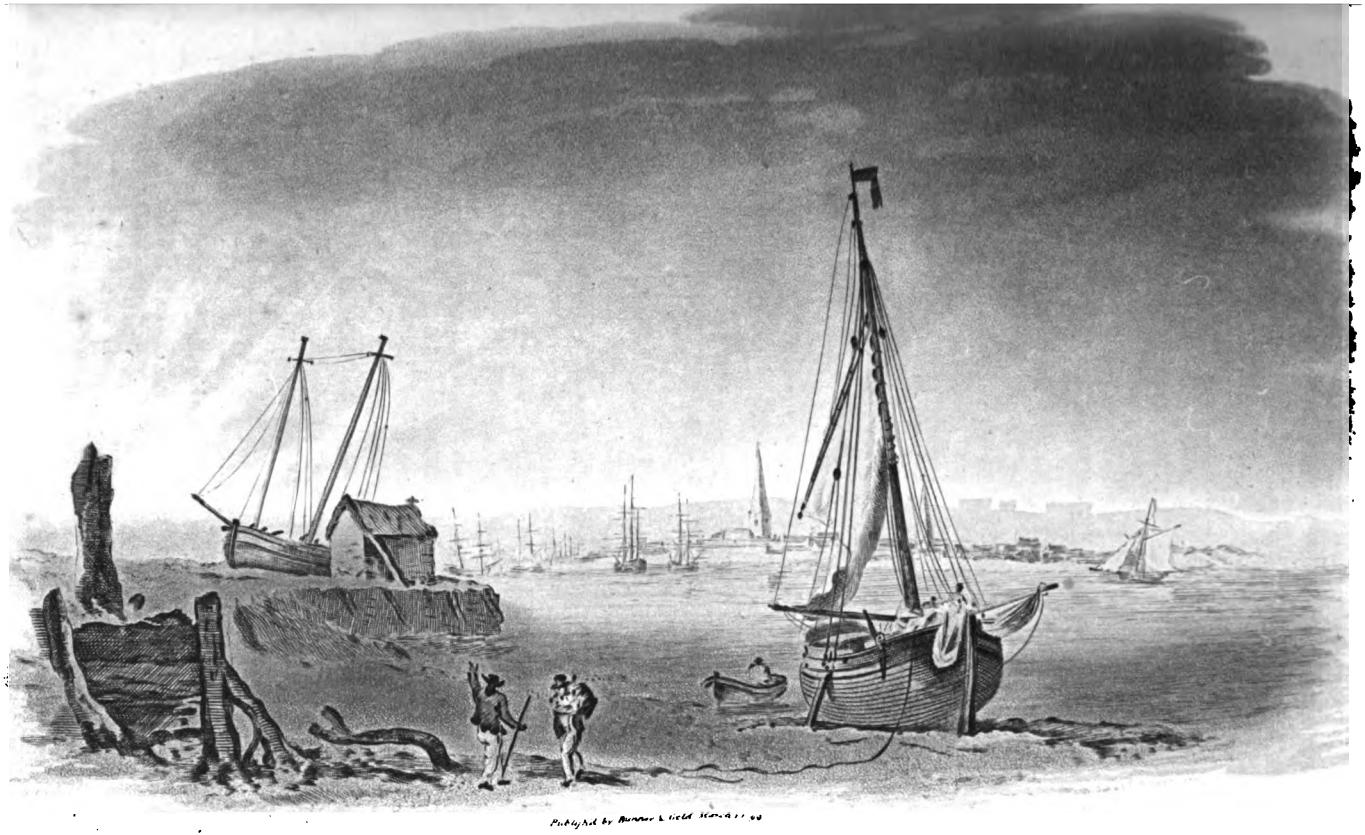

View of Southampton.

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PLATE VI.

THIS view of Southampton was taken by Mr. Pocock from the banks of Southampton Water, near a ship-yard at Hythe; and comprises the prospect of this romantic town and adjacent country, from the entrance of the river Itchin to Freshbrook. In the foreground is introduced a correct portrait of a Southampton boat.

ACCOUNT OF SOUTHAMPTON.

SOUTHAMPTON, the *Clausentum** of the Romans, mentioned by Antonine as a town of the Belgæ, was in the early periods of our history called Hantun, from its being on a bay, then named Trisanton, or the bay of Anton, now Southampton Water. It is delightfully situated on a romantic point of land between the mouth of the river Itchin or Arle, which is broad and deep at the head of the bay, where it disembogues itself, and the Test or Anton, which runs into the same bay at Redbridge: both are navigable for some distance up the country, and are particularly useful for the carriage of timber. Ships of considerable burden come up as far as the long wooden bridge and causeway across the Test, where they take in timber, from the New Forest and other commodities.

The trenches of an ancient castle, half a mile in compass, were formerly, and we believe still continue to be seen in St. Mary's Field. This probably was one of the strong holds, which, according to Gildas, the Romans built on the southern coast of Britain, to prevent the depredations of the Saxons. On the scite of the ancient town of *Clausentum*, many remains of antiquity, consisting of medals and inscriptions, have been dug up within this twelvemonth, on searching for materials to build a bridge over the Itchin. A coin of Gordianus Africanus is reported to have been found, among many others less common; and an inscription beginning with IMP. CÆS. Stukely, in his Itin. Curios. speaks of this place as containing many venerable remains.

Soon after the accession of Alfred the Great to the English throne, in 872, this wise monarch encouraged the art of ship-building; and is imagined to have chosen Southampton for this purpose, on account of its valuable timber, and the particular convenience of its situation, so greatly adapted to forward his design.

In 980 this place was taken by the Danes, after having been long harassed by them; and appears afterwards to have been made a place of royal residence, or one that was particularly favoured by their kings. It was here that Canute ordered his chair of state to be placed on the sea shore, when the tide was coming in; and as the waters approached, commanded them to retire, and to obey the voice

* Which has been explained to signify a haven made by casting up banks of earth.

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of him who was lord of the ocean. "He feigned," says Hume*, "to sit some time in expectation of their submission; but when the sea still advanced towards him, and began to wash him with its billows, he turned to his courtiers (to rebuke whose flattery he had been induced to act thus), and remarked to them that every creature in the universe was feeble and impotent, and that power resided with one being alone, in whose hand were all the elements of nature; who could say to the ocean, *thus far shalt thou go, and no farther*; and who could level with his nod the utmost towering piles of human pride and ambition." After this he would never suffer the crown to be placed on his head, but crowned Christ's statue at Winchester with it.

In the reign of William the Conqueror, we are informed by Doomsday Book, that in the town of South Anton, the king had eighty men, or tenants, in demesne; and the whole country is expressly called *Hamtescyre* or *Hentscyre*. In the reign of King Edward the First, Southampton was plundered and burnt to the ground by the French; but was soon afterwards rebuilt by the munificence of that monarch, on its present more advantageous situation. To the works of King Edward, Richard the Second added a strong castle of square stone, upon an high mount, for the defence of the shipping.

Southampton was certainly a flourishing port in the reign of Henry the Sixth, for we find no less a man than Sir Thomas Croke, Lord Mayor of London, and Keeper of Queen Margaret's Wardrobe, was Customer of this port. By the privileges also formerly granted to this place, all the Canary Wine, brought to England, was obliged to be first landed here: but the London merchants, suffering great inconvenience, from the delay which this occasioned, purchased the privilege of the corporation of Southampton.

Camden says, that in his time this town was famous for the number and neatness of its buildings; for the riches of its inhabitants, and the great resort of merchants who frequented it. It still possesses a trade in French and port wines, having a constant traffic with Guernsey and Jersey; and also for Newfoundland fish, which they send to the Mediterranean, and to Lisbon. About the year 1754, the trade of Southampton was so much impaired, that the magistrates, for its encouragement and revival, gave up, for the space of twenty-one years, all their petty customs, on goods imported and exported, to or from Africa and America. The sea, which surrounds one half of the town of Southampton, is so deep, that ships of 500 tons and upwards have been built there. The Pomona, 28 guns, 594 tons, was built at Southampton in 1778.

The officers, who take charge of his Majesty's customs, are a collector, customer inward, and another outward, a comptroller, searcher, and other inferior officers. Southampton is an head port, and

* Hume, vol. i. 8vo. p. 152.

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was returned, as such, by commission into the Exchequer, in Michaelmas term, 32 Car. II. with two keys: the one called the South Key, or Water-gate, which contains one pair of stone stairs on the south end, and two other pair on the east side, and measures about 223 feet in length, from the water-gate and town-hall, to the head of the said key; and in breadth by the said gate and wall, about 190 feet, and about 63 feet at the head of the said key. The other, called the West Key, measures about 225 feet in length from the west gate to the head of the said key; and in breadth, next the said gate and wall, about 58 feet; but at the head of the said key not above 37 feet.

Southampton is a corporation and county within itself. By its last charter, granted by King Charles I. the corporation consists of a mayor, a recorder, a sheriff, and two bailiffs. All those who have served any of these offices, constitute the common council. The corporation have a power of choosing burgesses, who though not members of the common council, are yet of the corporation, and have votes. There are eleven justices of peace;—the mayor for the time being, the bishop of Winchester, the recorder, the last mayor, five aldermen, and two burgesses. The mayor for the time being is admiral of the liberties from Southsea Castle to Hurst Castle. The privilege of being a county within itself, granted by Henry VIII. exempts Southampton from the jurisdiction of the lord lieutenant of the county. This town also claims the prerogative of a court of judicature for all criminal cases: an assize of oyer and terminer is generally held here once in three years, and the judges take it in their circuit from Winchester to Sarum.

Southampton returns two members to parliament: the present members are James Amyatt and George Henry Rose, Esqrs. The mayor and bailiffs are the returning officers. The right of voting is vested in the burgesses and inhabitants.

This town gave title of earl to Osric, the brave Saxon general, so early as the year 860. The Chancellor Wriothesley (1547), in the reign of Edward the Sixth, was created Earl of Southampton. Charles the Second raised it to a dukedom, and created Charles Fitzroy, his natural son by the Duchess of Cleveland, Duke of Southampton.

A free-school was founded at this place by Edward the Sixth; and in 1760 another was opened, in pursuance of the will of Richard Taunton, Esq. late alderman of Southampton, to educate twenty boys for the Navy. There was an hospital here for lepers before the year 1179, which was valued at the dissolution at 16l. 6s. 2d. a year. In the reign of Henry the Third, two brothers who were merchants, one named Gervasius, and the other Protasius, lived in the south-east corner of the town, and converted their dwelling-

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house into an hospital for poor people, endowing it with some lands, to which several benefactions were afterwards added. Its chapel is dedicated to St. Julien, on which account it is often called the hospital of St. Julien; but is generally termed God's house. The patronage and mastership were given by King Edward the Third, at the request of his Queen Philippa, to the Provost and Fellows of Queen's College, Oxford, and in their possession it continues. In the south-east part of the town, near the walls, was an house or college of grey friars, who settled here in the year 1210. Here is also St. John's Hospital, which has a master and six boys, who are instructed in the woollen manufacture.

Southampton is surrounded by a strong wall, built with large stones, full of those small white shells, like honeycombs, that grow on the back of oysters. To defend that part of the town, which is encompassed by the sea, from the force of the waves, a strong bank is built of what is called sea ore; a weed composed of long, slender, and strong filaments, somewhat resembling undressed hemp; it is very tough and durable, for which reason it is thought to be preferable to a wall of stone.

Mr. Gilpin, in his late publication, consisting of observations on the western parts of England, thus speaks of this town—"A little below Redbridge, at a place called Milbroke, a beautiful view opens of Southampton. Before us lay Southampton Bay, spreading into a noble surface of water. The town runs out like a peninsula on the left, and, with its old walls and towers, makes a picturesque appearance. On the right, forming the other side of the bay, appear the skirts of New Forest, and the opening in front is filled with a distant view of the Isle of Wight. Southampton is an elegant well-built town. It stands on the confluence of two large waters; and, when the tide is full, is seated on a peninsula. It is a town of great antiquity, and still preserves its respectable appendages of antient walls and gates. The country around is beautiful."

We shall conclude our account of Southampton with Mr. Bowles's beautiful address * to one of its rivers:

Itchin, when I behold thy banks again,
Thy crumbling margin, and thy silver breast,
On which the self-same tints still seem to rest,
Why feels my heart the shiv'ring sense of pain?
Is it—that many a summer's day has past
Since, in life's morn, I caroll'd on thy side?
Is it—that oft, since then, my heart has sigh'd,
As youth and hope's delusive gleams flew fast?
Is it—that those, who circled on thy shore,
Companions of my youth, nowmeet no more?
Whate'er the cause, upon thy banks I bend
Sorrowing, yet feel such solace at my heart,
As at the meeting of some long-lost friend,
From whom, in happier hours, we wept to part.

* Sonnet the ninth.

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MONTHLY REGISTER OF NAVAL EVENTS.

NAVAL PROMOTIONS.

Admiralty-Office, February 14, 1799.

This Day, in pursuance of the King's Pleasure, the following Flag Officers of his Majesty's Fleet were promoted.

ADMIRALS OF THE BLUE, TO BE ADMIRALS OF THE WHITE.

Sir Chaloner Ogle, Knt.
Right Honourable Samuel Viscount Hood
Sir Richard Hughes, Bart.
John Elliot, Esq.
Right Honourable William Lord Hotham
Joseph Peyton, Esq.
John Carter Allen, Esq.
Sir Charles Middleton, Bart.
Sir Richard King, Bart.
Philip Affleck, Esq.
Right Hon. John Earl of St. Vincent, K. B.
Right Honourable Adam Viscount Duncan.

VICE-ADMIRALS OF THE RED, TO BE ADMIRALS OF THE BLUE.

Richard Braithwaite, Esq.
Phillips Cosby, Esq.
Samuel Cornish, Esq.
John Brisbane, Esq.
Charles Wolseley, Esq.
Samuel Granston Goodall, Esq.
His Royal Highness William Henry Duke of Clarence
Sir Richard Onslow, Bart.
Robert Kingsmill, Esq.
Sir George Bowyer, Bart.
Sir Hyde Parker, Knt.
Benjamin Caldwell, Esq.
Honourable William Cornwallis.

VICE-ADMIRALS OF THE WHITE, TO BE ADMIRALS OF THE BLUE.

William Allen, Esq.
John Macbride, Esq.
George Vandeput, Esq.
Charles Buckner, Esq.
John Gell, Esq.
William Dickson, Esq.
Sir Alan Gardner, Bart.

VICE-ADMIRALS OF THE BLUE, TO BE VICE-ADMIRALS OF THE RED.

Robert Linzee, Esq.
Sir James Wallis, Knt.
William Peere Williams, Esq.
Sir Thomas Pasley, Bart.
John Symons, Esq.
Sir Thomas Rich, Bart.
Sir Charles Thompson, Bart.
James Cumming, Esq.
Sir John Colpoys, K. B.
Skeffington Lutwidge, Esq.
Archibald Dickson, Esq.
George Montagu, Esq.
Thomas Dumaresq, Esq.
Right Hon. George Lord Keith, K. B.
James Pigott, Esq.
Honourable William Waldegrave.

REAR-ADMIRALS OF THE RED, TO BE VICE-ADMIRALS OF THE WHITE.

Thomas Mackenzie, Esq.
Thomas Pringle, Esq.
Sir Roger Curtis, Bart.
Robert Mowbray, Esq.
Robert Man, Esq.
Sir William Parker, Bart.
Charles Holmes Everitt Calmady, Esq.
John Bourmaster, Esq.
Sir George Young, Knt.
John Henry, Esq.
Richard Rodney Bligh, Esq.
Alexander Graeme, Esq.
George Keppel, Esq.
Samuel Reeve, Esq.

REAR-ADMIRALS OF THE WHITE, TO BE VICE-ADMIRALS OF THE BLUE.

Robert Biggs, Esq.
Francis Parry, Esq.
Isaac Prescott, Esq.
John Bazely, Esq.
Christopher Mason, Esq.
Thomas Spry, Esq.
Sir John Orde, Bart.
William Young, Esq.
James Gambier, Esq.
Andrew Mitchell, Esq.
Charles Chamberlayne, Esq.
Peter Rainier, Esq.
Right Hon. Lord Hugh Seymour.

REAR-ADMIRALS OF THE BLUE, TO BE REAR-ADMIRALS OF THE RED.

John Stanhope, Esq.
Christopher Parker, Esq.
Philip Patton, Esq.
Charles Morice Pole, Esq.
John Brown, Esq.
John Leigh Douglas, Esq.
William Swiney, Esq.
Charles Edmund Nugent, Esq.
Charles Powell Hamilton, Esq.
Edmund Pod, Esq.
Right Hon. Horatio Lord Nelson, K. B.
Thomas Lenox Frederick, Esq.
Sir George Home, Bart.
Sir Charles Cotton, Bart.

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The undermentioned Captains were also appointed Flag Officers of his Majesty's Fleet, viz.

TO BE REAR-ADMIRALS OF THE RED.

Captain Matthew Squire Rodham Home	Captain John Thomas.

TO BE REAR-ADMIRALS OF THE WHITE.

Captain James Brine John Fakenham Sir Erasmus Gower, Knt. John Holloway John Blankett George Wilson Sir Charles Henry Knowles, Bart. Honourable Thomas Fakenham	Captain Robert Deans Cuthbert Collingwood James Hawkins Whitshed Arthur Kemps Smith Child Right Hon. Lord Charles Fitzgerald Thomas Taylor John Thomas Duckworth.

TO BE REAR-ADMIRALS OF THE BLUE.

Captain John Knowles John Willett Payne Sir Robert Calder, Bart. James Richard Dacre Honourable George Berkeley Thomas West James Douglas Peter Aplin	Captain Henry Savage Bartholomew Samuel Rowley Sir Richard Bickerton, Bart. George Bowen Robert Montagu John Ferguson Edward Edwards Sir John Borlase Warren, Bart. and K.B.

APPOINTMENTS.

Captain M'Kellar is appointed to the Charon frigate Hon. W. Fairfax re-appointed to the Venerable Bayntun to the Quebec man of war Beresford to L'Unite frigate Geo. Hart to the Monmouth H. Curzon to the Indefatigable Manley to the Neptune Jones to the Atlas Thornborough to the Formidable Edward to the St. George Sir James Saumarez to the Cæsar Murray to the Actæon Colpoys to the Ajax De Courcy to the Canada Sir R. Strachan to the Captain	Captain Countess to the Robust Shivers to the Defiance Sir J. B. Thompson to the Bellona Sir Edward Pellew to the Impetueux Faulkenor to the Terrible Prowse to the Diadem Tayler to the Magnanime Griffiths to the Diamond Young to the Ethalion Wilkinson to the Unicorn Pater to the Shannon Pisard to the Success Inman to the Andromeda George Astle to La Virginie

The Naval Promotion that has just taken place is no less honourable to the individuals whom it comprises, than to the State, which thus distinguishes their merit. The addition to the number of Admirals, which includes Sir J. B. Warren, the 52d on the list of Captains, passes the following Officers:—Sir A. Schomberg commands the Dorset Yacht, on the Dublin station. David Graves; William Lockhart; William Knell; F. J. Hartwell, Commissioner at Sheerness; W. Fox; H. Bakie, late regulating Officer at Margate; J. Bradby; J. N. Englefield, Commissioner at Gibraltar; Hon. J. Rodney, Commissioner of Victualling; C. Hotchkys; Sir C. Fortescue, Agent of Transports, and Gentleman Usher of the Black Rod in Dublin; J. Vaillant; A. Edgar; J. Macnamara (1st); and J. Howarth, late Regulating Officer in London.

Capt. Losack, of the Jupiter, being the senior Naval Officer at the Cape of Good Hope, has the temporary command of the Squadron on that station, in consequence of the death of Rear-Admiral Christian.

PRESENTATIONS TO HIS MAJESTY AT THE LEVEE, ON THEIR PROMOTIONS, FEB. 20, 1799.

His Royal Highness the Duke of Clarence Admiral Lord Hotham Lord Hugh Seymour Caldwell Gambier Vandegrave Mac. Goodall Nugent Sir J. Orde Sir T. Pasley Sir Alan Gardner	Admiral Sir R. Calder West Taylor Bowley Sir G. Fairfax, of the Venerable Sir James Saumarez, of the Cæsar, and Capt. Thornborough, of the Formidable, on their promotions to Colonel of Marines Captain Hotham was presented on returning from a cruize, by his father, Admiral Hotham The Countess St. Vincent attended the Drawing Room at St. James's for the first time this season.

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Gazette Letters.

ADMIRALTY-OFFICE, JAN. 12.

Copy of a Letter from Captain Edward Buller, commanding the Sea Fencibles along the Coast of Devon. Dated Dartmouth, 10th Jan.

SIR,

I BEG leave to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the brig Susannah left this port yesterday morning, seven o'clock, for Torbay, and was captured while at anchor off West Down Head, five miles from this place, at half past one P. M. by the French privateer L'Heureux Speculateur, mounting 14 guns. The Brixham Sea Fencibles, perceiving an armed vessel, concluded her to be an enemy; and, from her boarding the above brig, supposed she had captured her; in consequence of which went off in a boat, armed with pikes and muskets, succeeded in recapturing the brig, which on their appearance was deserted by the Frenchmen, whom they also pursued and took.

Lieutenant Nicholas, with his usual zeal, with Collector Brooking's assistance of small arms and boat, went also from this port with part of the Sea Fencibles, accompanied by a boat from his Majesty's cutter Nimble, in hopes of capturing the privateer, but was not fortunate enough to succeed in the attempt. The recaptured brig he towed into this harbour. I am, Sir, &c.

ED. BULLER.

ADMIRALTY-OFFICE, JAN. 19.

Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated Bath, the 18th inst.

SIR,

ENCLOSED is a copy of a letter from Capt. Cunningham, of his Majesty's ship Clyde, which I transmit to you for their Lordships' information.

I have the honour to be, &c.

BRIDPORT.

MY LORD, *Clyde, Cawsand Bay, Jan. 15.*

I have the honour to inform you, that on the 10th inst. his Majesty's ship Clyde, under my command, captured L'Air schooner letter of marque, from Brest to St. Domingo; and on the 13th a brig privateer, Le Bon Orde, carrying 16 guns and 65 men. She sailed from Granville on the 20th December, and had captured one brig from Newfoundland on the 6th inst.

I have the honour to be, &c.

CHAS. CUNNINGHAM.

WHITEHALL, JAN. 22.

Letters, of which the following are Copies, were yesterday received from the Earl of Balcarras, by his Grace the Duke of Portland, one of his Majesty's Principal Secretaries of State.

MY LORD, *Jamaica, November 7, 1795.*

ON the 31st of October I received a dispatch from the Bay of Honduras.

Lieutenant-Colonel Barrow informs me, that the settlers had been attacked by a flotilla consisting of 31 vessels, having on board 2000 land troops and 500 seamen: Arthur O'Neil, Governor General of Yucatan, and a Field Marshal in the service of Spain, commanded in person. I have great satisfaction in transmitting the letter of the Lieutenant-Colonel, by which your Grace will be informed, that this armament has been repulsed, and the expedition entirely frustrated.

The Lieutenant-Colonel speaks in the handsomest manner of the conduct of Captain Moss, of his Majesty's ship Merlin, and of the wonderful exertions of the settlers and their negro slaves, who manned the gun boats.

The conduct of Lieutenant-Colonel Barrow, and of the settlers, in putting the port of Honduras Bay into a respectable state of defence, as well as the gallant manner in which it was maintained, gives me entire satisfaction, and it is with pleasure that I report their services to your Grace.

I have the honour to be, &c. &c. &c.

BALCARRAS.

To his Grace the Duke of Portland.

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MY LORD, *Honduras, Sept. 23, 1798.*

After the date of my last dispatch of the 12th, 14th, and 21st August, by the express boat Swift, I continued to strengthen our flotilla, which now consists of

No. 1. Towser, 1 gun, eighteen-pounder.
No. 2. Tickler, 1 gun, eighteen-pounder.
No. 3. Mermaid, 1 gun, nine-pounder.
No. 4 Swinger, 4 guns, six pounders, and 2 guns, four-pounders.
No. 5. Teazer, 6 guns, four-pounders.

Besides eight flat gun boats, carrying each a nine-pounder in the prow.

No 1 and 2 are commanded by Mr. Gelston and Mr. Hosmer, masters of merchant vessels, who, with some of their crews, volunteered the business in a very handsome manner: to those gentlemen I am much indebted for their able and active services. The masters and crews of all the other vessels consist entirely of volunteers from the Colonial troops, and together amount to 354 men now on float. The enemy was so well watched by scout-boats and canoes, that not a single movement could be made by him without our knowledge; and finding that he aimed at the possession of St. George's Key, the armed vessels, No. 1, 4, and 5, were sent to that place, to guard the narrow channels leading to that commodious harbour.

On the 3d of September the enemy endeavoured to force a passage over Montego-Key Shoal with five vessels, two of which carried heavy metal, but was repulsed: he renewed his attempt on the following day, but our little squadron, being now reinforced by six gun-boats, beat them off with great ease, and the five vessels returned to the main body of the fleet, then at anchor about two leagues to the northward. This movement gave our people an opportunity of drawing and destroying all the beacons and stakes which the enemy had placed in this narrow and crooked channel, and without the use of which nothing but vessels of a very easy draught of water can pass. On the 5th, the same vessels, accompanied by two others, and a number of launches, endeavoured to get over this shoal by another passage, but were repulsed, apparently with loss. On this, as well as the two preceding days, the Spaniards expended an immense quantity of ammunition to no manner of purpose; while our people fired comparatively little, but with a steadiness which surpassed my most sanguine hopes.

Captain Moss, in his Majesty's ship Merlin, left his anchorage at Belize on the evening of the 5th, and arrived at St. George's Key about noon on the 6th of September. The Spaniards, having found a passage through the Leeward Channels impracticable, had got under way on the morning of that day with their whole fleet, seemingly with a view of forcing a passage through the windward, a fund-boat passage, to the eastward of Long Key; but on seeing the Merlin beating into the harbour of St. George's Key, and that our fleet was reinforced by the armed vessels, No. 2 and 3, and a large gun-boat, they returned to their former anchorage between Long Key and Key Chapel.

I was now of opinion that the enemy would alter his mode of attack, and endeavour to make a landing on the main land to the northward of our posts at the Haul-over. Under this idea I began to prepare small vessels and gun-boats, in which I meant to embark with 200 men, including detachments of his Majesty's 63d and 6th West-India regiments, and of the Royal Artillery, with one howitzer and two field pieces, six pounders: with this force it was my intention to block up the channel between the main and the western point of Hicks's Keys, and to obstruct as much as possible a landing in that quarter; or, if foiled in both of these objects, to throw the whole strength into the works at the Haul-over, and to defend that post to the last extremity; while a body of experienced bush-men, all good shots, and under orders for that purpose, should hang on the flanks and rear of the enemy.

On the morning of Monday the 10th of September, 14 of the largest vessels of the Spanish fleet weighed anchor, and at nine o'clock brought to about a mile and half distant from our fleet. Captain Moss was then of opinion that they meant to delay the attack till the following day; but nine of them got under weigh about noon: these carried each twenty-four pounders in the bow, and two eighteen pounders in the stern, one schooner carried twenty-two, and all the rest from eight to fourteen guns in the waste; and every one of them, besides being crowded with men, towed a large launch full of soldiers. The other five vessels, with several large launches all full of men, remained at their last anchorage at the distance of a mile and a half.

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Our fleet was drawn up with his Majesty's ship Merlin in the centre, and diagonally abreast of the channel: the sloops with heavy guns, and the gun-boats in some advance to the northward, were on her eastern and western flanks.

The enemy came down in a very handsome manner, and with a good countenance, in a line abreast, using both sails and oars. About half after two o'clock Captain Moss made the signal to engage, which was obeyed with a cool and determined firmness, that, to use his own expression to me on this occasion, would have done credit to veterans. The action lasted about two hours and a half, when the Spaniards began to fall into confusion, and soon afterwards cut their cables, and sailed and rowed off, assisted by a great number of launches, which took them in tow.

Captain Moss, on seeing them retreat, made the signal for our vessels to chase; but night coming on, and rendering a pursuit too dangerous in a narrow channel and difficult navigation, they were soon after recalled.

At half after three in the afternoon, I received a letter from Captain Moss, stating that the enemy was preparing to attack him, and requiring all the assistance which I could give. I immediately ordered as many men to embark and proceed to his assistance, as small craft to carry them could be procured. The alacrity shewn on this occasion was great indeed; but as a requisition of this nature was by no means expected, the necessary arrangements had not been made for so speedily embarking the troops, and of consequence some irregularity ensued; for the cannonade being distinctly heard, and a certainty of an engagement having taken place, it became impossible to restrain the eagerness of the Colonial troops, who possessing canoes, dories, and pit-pans, without thought or retrospect of those left behind, hastened with impetuosity to join their companions and share their danger. Hence arose difficulty and disappointment to the regular troops, who being under arms, and anxious to proceed with all expedition, suffered delay from want of the necessary boats and craft to embark in.

As soon as I saw seventeen craft of different descriptions, having on board two hundred men, set off with orders to rally round the Merlin, I immediately joined them, in hopes of assisting Captain Moss and harassing the enemy; but although we were only two hours in getting on board the Merlin, a distance of three leagues and a half in the wind's eye, we were too late to have any share in the action. But I am of opinion that the sight of so many craft full of men coming up with velocity, hastened the return of the enemy, and that their appearance on the following day, as well as the junction of two armed ships, the Isis and Columbia, which I had ordered round to St. George's Key on the 9th, induced the fleet to prepare for returning to their respective posts. The Spaniards remained under Key Chapel until the 15th; on the morning of which they made various movements, and in the course of the day some of them anchored under Key Cuillar. On the morning of the 16th it was discovered that they had stolen off; eight of their largest vessels got out to sea, and stood to the northward; the remainder, being twenty-three in number, shaped their course for Bacalar.

We have every reason to believe that the enemy suffered much in the action of the 10th, as well in killed and wounded, as in the hulls and rigging of the vessels engaged: and I am happy to inform your Lordship that we had not a single man hurt, and that no injury was done to any of our vessels deserving of notice.

It would be unjust, my Lord, to mention the names of any Officers, either of the military or militia, on account of any particular service performed by them; for the conduct of all being such as to merit my best thanks, no particular distinction can be made.

It is also unnecessary for me to say any thing respecting Captain Moss, his penetration in discovering, and activity in defeating the views of the enemy; his coolness and steady conduct in action, point him out as an officer of very great merit. He first suggested to me the very great use which might be made of gun-boats against the enemy, and gave me much assistance by the artificers belonging to his ship in fitting them out. I am happy to say, that the most cordial co-operation has always existed between us. On the 13th inst. I sent out two scout canoes, well manned, with orders to pass the Spanish fleet in the night, and proceeding to the northward, to board the first small vessel they could fall in with. On the 16th, they captured a small packet-boat with des-

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hands, when, taking out the prisoners, letters, &c. and destroying the boat, they returned here on the 17th. At day-light of that day, the canoes were entangled with the retreating Spanish fleet near Savanna Quay, and escaped with difficulty.

The expedition was commanded by Arthur O'Neil, a Field Marshal in the armies of Spain, and Captain General of the province of Yucatan. The Campeachy fleet was commanded by Captain Bocca Negra; two thousand soldiers were embarked and distributed in proportion to the dimensions of the vessels, on board of the fleet, which consisted of

The vessels which made the attack, in number	9
Reserve of equal force	5
A very large sloop of equal force, and six schooners not so large, but armed in the same manner as those which came down to the attack, and drawing too much water, remained with the transports and victuallers	7
Transports, victuallers, &c. all carrying bow and side guns of different calibres	11
Total	31

and navigated by 500 seamen, principally from the Havannah and Campeachy.

I am, &c.

THO. BARROW,
Lieutenant Colonel Commandant.

To the Earl Balcarras.

(True Copy.) BALCARRAS.

ADMIRALTY-OFFICE, JAN. 22.

Extract of a Letter from Vice-Admiral Sir Hyde Parker, Knt. Commander of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated on board his Majesty's Ship Abergavenny, in Port Royal Harbour, the 6th Nov. 1798.

SIR,

YOU will be pleased to acquaint the Right Honourable the Lords Commissioners of the Admiralty, that I have received dispatches from Captain Moss, of his Majesty's sloop Merlin, dated Honduras, 27th September, a copy of which, describing the defeat of the Spanish flotilla, is herewith inclosed.

SIR, *Merlin, St. George's Key, Sept. 27, 1798.*

My letters by the Swift schooner, which sailed from Honduras express on the 21st of last August, have informed you of the enemy's force intended for the reduction of this settlement, and their situation at that time; since which our look-out canoes have watched them so closely, that all their movements were made known to me as they happened. On the 4th of this month they were visible from our mast-heads at Belize, and look outs reported to me thirty-one sail of all descriptions; but their exact force by no means certain. The next day, six of their heaviest vessels attempted to force their passage over Montego-Key shoals, by putting their provisions and stores into other vessels; had they effected this, it would have secured them all a passage to Belize over shoal-water, where I could by no means act. I ordered three of our armed vessels to annoy them in their endeavours, which succeeded so far as to occasion their removal at dark, and a small channel they had marked by driving down stakes was also taken up by our canoes. I now clearly saw that their next effort would be to get possession of St. George's Key, from which place (only nine miles from Belize) they might go down through the different channels leading to it, and continue to harass the inhabitants, and destroy the towns at their leisure, and drive me from my anchorage there. This determined me to gain the Key before them, if possible: I therefore left Belize on the evening of the 5th, and secured this place, at the instant twelve of their heaviest vessels were attempting the same; they hauled their wind and returned to Long Key, on my hauling my wind towards them. They continued working and anchoring among the shoals until the 11th, at the distance of three or four miles; when having made their arrangements, at one P. M. nine sail of sloops and schooners, carrying from twelve to twenty guns, including two twenty four and two eighteen-pounders each had in prow and stern, with a large launch astern of each full of men, bore down through the channel leading to us in a very handsome coal manner; five smaller vessels lay to windward out of gun-shot, full of troops,

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and the remainder of their squadron at Long Key Spit to wait the event, each of which carried small prow guns, with swivels fore and aft. At half past one P. M. seeing their intention of boarding the two sloops, and that they meant to come no nearer, but had anchored, I made the signal to engage, which began and continued near two hours; they then cut their cables and rowed and towed off by signal in great confusion over the shoals. I had placed the Merlin as near the edge of them as possible, and nothing that I had was equal to follow them, unsupported by the Merlin. At dark they regained their other vessels, and continued in sight till the 15th at night, when they moved off with a light Southerly wind: some are gone to Bacalar, and some prisoners taken, report others are gone to Campechy. I am happy to add that the service was performed without a man killed on our side. The enemy I think must have suffered much from the great number of men on board, and the precipitate manner they made their retreat. This armament was commanded by General O'Neil, Governor of the Province; troops and sailors included, about 2500 men; and so certain were the Spaniards of success, that the letters found in a canoe taken, were actually directed to Belize and St. George's Key.

The behaviour of the officers and crew of his Majesty's ship gave me great pleasure, and if we had had deep water to follow them in, I think many of them would have fallen into our hands. The spirit of the Negro slaves that manned the small craft was wonderful, and the good management of the different Commanders does them great credit.

Our force, besides the Merlin, is as follows:

Two sloops, with one eighteen pounder and 25 men.
One sloop, with one short nine-pounder and 25 men.
Two schooners, with 6 four-pounders and 25 men each.
Seven gun-flats, with 1 nine-pounder and 16 men each.

I have the honour to be, Sir, &c.

JNO. R. MOSS.

ADMIRALTY-OFFICE, JAN. 22.

Extract of a Letter from Sir Thomas Williams, Knt. Captain of his Majesty's Ship Endymion, to Evan Nepean, Esq. dated in the Downs, the 20th Inst.

You will be pleased to inform their Lordships, that the Endymion has captured two Spanish privateers:—La Prudentia schooner, of one six-pounder, 8 swivels, and 34 men; La Casualidad, of 6 six-pounders, 8 swivels, and 40 men.

ADMIRALTY OFFICE, JAN. 26.

Copy of a Letter from Vice Admiral Kingsmill, Commander in Chief of his Majesty's Ships and Vessels on the Coast of Ireland, to Evan, Nepean, Esq. dated Cork, Jan. 17.

SIR,

PLEASE to lay before my Lords Commissioners of the Admiralty the accompanying letter I have just received from Capt. Fraser, of his Majesty's ship Shannon, who has brought in a French privateer, out of Granville, mounting 18 carronades and two long twelve-pounders, and 125 men, which he captured on the 15th inst. I have the honour to be, &c.

R. KINGSMILL.

SIR, *Shannon, Cove of Cork, Jan. 17.*

I beg leave to acquaint you, that being on the morning of the 15th inst. in lat. 49 deg. 40 min. and long. 9 deg. 30 min. W. with his Majesty's ship under my command, proceeding to the rendezvous prescribed by Capt. Faulknor, I saw and after a chase of seven hours captured Le Grand Indien, a ship privateer, from Granville, commanded by Gaud Olivier Vubois, carrying 18 brass carronades, eighteen-pounders, and two long twelve-pounders, manned with 125 men.

She was only five days from Granville, had taken nothing, is quite new, with provisions and stores for a three months cruise.

From the circumstance of the prize having carried her main mast by the board while chaced (and as the Shannon also sprung her main-top mast, and tore to pieces two boats in shifting prisoners), the wind blowing strong with a heavy sea; I hope you will approve of my having accompanied her into port.

I have the honour to be, Sir, &c.

ALEX. FRASER.

[*To be continued regularly.*]

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MONTHLY REGISTER

OF

Naval Events.

JANUARY 23.

THE Lord Mayor informed the Court of Common Council, he had received a letter from the Honourable Mrs. Damer, offering her services to execute a portrait of Admiral Lord Nelson, either in bronze or marble, for the City. The letter being read, the Court unanimously returned their thanks to the Honourable Mrs. Damer, for her very liberal proposal, and accepted her generous offer. The Court requested his Lordship to acquaint Mrs. Damer with the above resolution.

25. By the King George Packet arrived from Lisbon.—Lord Keith has hoisted his flag on board the Barfleur. General Sir Charles Stuart is putting Minorca into the best possible state of defence, and preparations are making to enable our ships to refit there, for which purpose stores of every kind are to be sent out from England.

The acquisition of the Island of Minorca to this Country is of considerable importance. Its naval hospital (built by the English), and its accommodation for heaving down the largest ships, are extraordinary good. The harbour is no less commodious—it is also safe, but somewhat difficult to enter, and extremely liable to damage the copper on ship's bottoms, from the rocky sides, against which large vessels are often pressed, when coming in, by eddy breezes from an irregular hilly shore. Fresh meat at Minorca is neither very plentiful nor very good, if we except pork, which, in most hot climates, is excellent. Vegetables are neither raised in profusion, or remarkable for great delicacy. Its honey is famous; its wine almost the reverse.

Sunderland, Jan. 25. On the 7th inst. the wreck of a ship appeared off the Bay of Lagan, in the Island of Ista, all under water, and discharging some tar, cotton, pearl ashes, and staves. A considerable part of these goods have been landed. Nothing has appeared to identify the property. A parcel of New York newspapers has been found. The hull has gone to pieces, and been cast on shore, excepting the bow and the fore deck, which remain sunk in the sand, with her anchors and cables. The pearl ash barrels have branded on their ends "Cornelius Ville, New York, J. Richard, G. A. Lansing, Shenectady." The tar barrels are also marked. Some of the seamen's bodies have been found; upon the arm of one of them is tatooed or pricked W. B. 1782. C. T. G.

26. By the Danish ship Bruden, Captain Power, from Bengal, we learn, that the following homeward East Indiamen sailed from St. Helena the 5th of December, under convoy of his Majesty's ship Stately:

The Ganges, from China.

FROM BENGAL.

Queen,	Hawke,
Phœnix,	Lord Walsingham,
Prince William Henry,	Earl Spencer.

EXTRA SHIPS.

FROM BENGAL.

Princess Mary,	Eliza Ann,
Northumberland,	Britannia,
Crown,	Mildred, and

Six Whalers.

Mr. Rands, purser of the Druid frigate, was tried by a Court Martial at Portsmouth, on Tuesday last, for having absented himself from that ship without leave. The charge being partly proved, he received a reprimand from the court.

28. Lieutenant Western of the navy arrived at the Admiralty with dispatches from Lords St. Vincent and Nelson, brought over in the Resolution lugger, containing an account of the protection afforded to the royal family of Naples and

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upwards of six hundred persons of the highest rank on board of our ships of war, then lying in the bay of Naples, who were induced to fly for shelter to the English fleet commanded by Lord Nelson, from the victorious French army under General Championnet, who took possession of the city. Lord Nelson embarked their Neapolitan Majesties and the rest of the royal family on board the Vanguard, of 74 guns, commanded by himself, and the remainder of their followers on board other ships of war then lying there; and steered his course for Palermo, in Sicily, where he arrived on the 28th of December His Lordship, in his private letters, describes the voyage as one of the most severe he ever experienced during his life; that they were in considerable danger of being shipwrecked; and mentions, that what he met with off Sardinia, previous to the battle of the Nile, and in which the Vanguard was dismasted, was trifling in comparison with the hurricane off the Neapolitan coast.

In the course of the voyage, Prince Albert, the youngest son of their Sicilian Majesties, died through excessive sickness and fatigue; and to all the miseries, which such a scene must have occasioned in the minds of the royal fugitives, they had to add their affliction for the loss of their child.

Every Englishman, and all who were willing to embark, were safely conveyed to Sicily by some of Admiral Lord Nelson's squadron; and we have heard from other quarters, that the skill and management displayed by his Lordship upon this unfortunate occasion exceeded all praise.

Naples and Gaeta are the most important places in the kingdom of Naples. The first as the centre of the government, and of the riches and commerce of the country; the latter, as the principal establishment of the Neapolitan navy; both these are unhappily exposed to the depredations of the victorious army, Lord Nelson had the foresight to remove every thing from the port of Gaeta which might increase the maritime resources of the French, and he destroyed what he could not bring away. The same activity and precaution was adopted with respect to Naples. But when the immense riches of that capital, and the rapid march of the French to take possession of it, are considered, there are but too strong grounds to apprehend that they found there ample spoils for their insatiable rapacity. The exertions of the English fleet in taking away or destroying every article that was serviceable to the naval operations of the French, was the more essential, as they would materially contribute to guard Sicily from an invasion, should the enemy risk an attack upon that island, which has been preserved as an asylum for the King of Naples in his misfortunes.

30. Mr. Grenville and suite embarked at Yarmouth, on board the Proserpine frigate, Captain Wallis, for the continent. As soon as Mr. Grenville got upon the quarter-deck, the Proserpine fired a salute, and at 12 o'clock set sail with a fresh breeze at W. S. W.

31. The following Gentlemen are sworn into the command of their respective ships, viz. Captain James Horncastle, of the ship Hope, of 1200 tons, consigned to China direct; Captain George Millett, of the Hindostan, 1248 tons, to ditto; and Captain Thomas Barrow, of the Britannia, 770 tons, to Coast and Bay.—All the above ships are to be in the Downs on the 11th of April next.

Feb. 1. This day was launched from the yard of Messrs. Perry, Wells, and Green, at Blackwall, a ship built upon a new construction, the property of Robert Wigram, Esq. of Crosby-square. The intention of the construction is an attempt to combine the qualities of great burthen with swift sailing in the same vessel.

Advice was brought to the East India House, by the Purser of the Lord Walsingham, of the safe arrival of the following ships off the Land's End, under convoy of the Stately, on the 29th ult.

Ganges, Queen, Prince William Henry, and Mildred (extra ships)—parted three days before the fleet made the Land's End—Phœnix, Hawke, Lord Walsingham, and Earl Spencer (regular ships)—Princess Mary, Northumberland, Crown, Eliza Ann, Britannia, and six Whalers (extra ships).

2. The following circumstance must for ever reflect the utmost honour on the humane and manly character of Charles Sturt, Esq. member for Bridport: On Thursday morning last, a small cutter called the Bee, John Nation, master, bound from London to the West Indies, went on shore on the sands near Poole,

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in a heavy gale of wind at east. There was a tremendous sea running, and a very heavy snow falling, which rendered it extremely difficult, as well as hazardous, to afford any assistance to the crew. The boats from his Majesty's gun-vessel the Tickler, and several other boats, attempted it without success; and the poor creatures, after cutting away the mast, and doing all they could to relieve the vessel, were left without hope, to the horrid expectation that every coming sea would overwhelm them; or to the still more dreadful one, that they must shortly perish by the inclemency of the weather. They remained in this shocking situation till the middle of the day, when Mr. Sturt happily succeeded in rescuing them from the jaws of death, and brought them to his hospitable mansion, where every refreshment and comfort were administered to them which their exhausted state required. Mr. Sturt's humane exertions endangered himself in an imminent degree, and to his active exertions and perseverance alone are these poor people indebted for their lives. The sea was tremendous beyond description, and the shoals on which the vessel lay extremely dangerous to approach. Mr. Sturt's boat was several times filled by the sea, and himself and people absolutely thrown out of her into the breakers. He was a considerable time nearly up to his neck in water, buffetting the waves with an ardour which seemed to increase with the danger."

Weymouth, Feb. 8. The sloop Recovery, Swain, master, from London to Weymouth, with groceries, drove on shore near this place, the sea making a clear breach over her; which, with the inclemency of the weather, rendered the lives of her crew very precarious: but, to the credit of British seamen be it spoken, five brave fellows volunteered to save the crew, which they effected by launching their boat from the Esplanade, and so forced her through the sea.

The Eagle, of Scarborough, has been run down off Easington, by a light ship unknown, which made off immediately without asking any questions respecting the safety of the Eagle's crew; who, finding their ship going down, took to their boats, by which they were all saved. The Eagle had only sailed three hours from Sunderland, coal laden, when the above accident happened.

The William, Bouch, of Workington, which sailed from Liverpool with salt for Norfolk, in Virginia (after leaving Whitehaven, where she had been put in by stress of weather), proceeded upwards of 300 leagues to the westward, when she sprung a very dangerous leak, and in that extremity her pumps split. The crew were subjected to the most deplorable fatigue and distress for fourteen days, at the end of which (on the 31st December) they made the Irish land. It was their intention to bear away for Cork; but after lying at the mercy of the waves, drifting in various courses, and the main-deck almost constantly under water, on the 10th ult. the vessel went on shore at the Stags of Broadhaven, on the western coast of Ireland. The crew saved themselves by the boat, and in less than a quarter of an hour after the ship was dashed in pieces among the rocks. Escaped from the dangers of a shipwreck, and in a condition which might have been expected to excite compassion in the most obdurate bosoms, they were menaced with instant death by an armed multitude, who, after some time, suffered them to depart in search of a region where happily humanity had taken up her abode. The letter containing this intelligence was lately received from Sligo.

Advice has been received at the Admiralty of the loss of his Majesty's ship Nautilus, of 16 guns, commanded by Captain Gunter, in a heavy gale of wind a few days since off Flamborough Head. Fortunately the officers and crew were all saved.

A cutter is arrived at Falmouth from looking into Brest; and brings advice, that the enemy had fifteen sail of the line perfectly equipped; but, from a Swedish vessel just come out of the inner harbour she learnt, that by the most rigorous requisition the French had not been able to procure one third of the requisite compliment of men.

Falmouth, Feb. 9. It blew a heavy gale of wind here last night at south, in which a Swedish brig, called the Martinus, Anders Petersen, master, from Gottenberg for Cork, struck on the Manacles and foundered—the crew saved. Advice has also been received here this morning, that another of our fish ships

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for Italy (the Pomona, Smith, master), has been captured by a French privateer, and retaken by his Majesty's ship La Nymph, and carried into Mount's Bay. Sailed the Chapman man of war for the Downs, with the trade from Milford and this port.

Poole, Feb. 10. About six o'clock on Friday evening this town was greatly alarmed by the cry of fire, which had broke out in a sailmakers loft on the quay, by the chimney of a small iron stove getting so hot as to set fire to the partition that it went through, and there being a great quantity of canvas, sails, rope, &c. in the loft, it was instantly in one general blaze. The fire then communicated itself to the adjoining house and work-shop of Mr. Knight, block-maker, which was also very soon destroyed. as well as the house belonging to Mr. Bent, both being built chiefly of wood, and having no partition wall. At this period it looked truly awful and tremendous, and it was expected a great part of the store-houses and buildings in that neighbourhood must have been destroyed; but through the wonderful exertions and courage of the men belonging to the troop of Royal Horse Artillery, the second regiment of Worcester Militia, and the Wallace Fencibles, the further progress of the fire stopped.

Waterford, Feb. 14. Yesterday arrived at the Passage, the Admiral de Vries, of 64 guns, Captain White. one of the vessels taken by Admiral Duncan from the Dutch off the coast of Holland, in the famous battle of the 11th of October. We hear she is to convey transports from our harbour to England, with troops who are to be embarked from New Geneva.

Feb. 20. A Court of Directors was held at the East India House, when the following commanders took leave previous to departing for their respective destinations.—Captains William Thomson, of the Lord Thurlow; Charles Drummond, of the Glatton; Henry Farrer, of the True Briton; J. Urmston, of the Sir Edward Hughes; Sir C. Mitchell, of the William Pitt; J. Altham Cumberlige, of the Manship; G. Palmer, of the Boddam; G. Borcham, of the Walmer Castle; and T. Garland Murray, of the Preston. Captain Henry Wilson was sworn into the command of the Warley.

Nicholas Tomlinson, late commander of La Suffisante sloop, is struck off the list of post captains, for inattention while on board the Lord Hawke letter of marque, when she engaged a Spanish packet, in not answering the signal of La Nymph frigate, who appeared in sight.

The committee at Lloyds have settled an annuity for life of 40l. on Lieutenant Chambers of the Marines, who lost both his feet by a cannon shot on board the Venerable, in the memorable action of the 11th of October, besides making him a present of a handsome gratuity in money.

A letter from Constantinople, dated the 10th of December, inserted in the last French papers, says, "The Russian minister has received intelligence that two Russian frigates have been wrecked in the Black Sea, near one of the mouths of the Danube. Rear-Admiral Afzing has perished, and of both crews only eight have escaped destruction.

A letter from Lieutenant Welsh, late of the Garland frigate, dated Table Bay, Cape of Good Hope, Dec. 11, 1798, says, "I am just arrived from the Island of Madagascar, where we were unfortunately shipwrecked—the Garland struck on a sunken rock, and in a few minutes went to the bottom. Happily the whole of the officers and crew got on a rock, and from thence with safety to the main, where we remained near four months. The general belief here was, that every person on board had perished, and no doubt the same apprehensions prevailed in England. I have not time to state particulars, as the vessel that will bring you this letter is getting under weigh."

The Europa, Haarlem, and Pallas men of war, sailed from the Cove of Cork on the 31st ult. with troops on board for Portugal.

A letter from Barnstaple, dated the 12th inst. contains the following melancholy article, which we sincerely hope will prove to be unfounded. "Yesterday morning was lost in Barnstaple Bay, in a most tremendous gale of wind at N. N. W. his Majesty's sloop of war Weazle, Hon. H. Grey, commander; and it is with extreme sorrow I have to say, with the whole crew."

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On the authority of letters dated Fort St. George, Sept. 10, 1798, it appears that the French privateer L'Une has captured several country vessels at the mouth of the Red Sea. Captain Clark of the Victorious, of 74 guns, had detained a Dane from the Mauritius to Tranquebar, having on board 100,000 dollars; as had Captain Lindzee, of L'Oiseau, a ship named Angelique, under Danish colours, laden with coast goods, and bound to Manilla; both of which valuable vessels it was not doubted would prove good prizes.

The object of Commodore Blanket, who early in November passed the Cape of Good Hope, is said to be to take possession of the Island of Socotora, which commands the entrance into the Red Sea; the hostile movements of Tippoo indicating a communication with Bonaparte, who, it was some time since believed, meditated a junction with that powerful and ambitious chief.

All the small French and Spanish privateers and gun-boats that were formerly so numerous in the Mediterranean, have been recalled, and other vessels from 14 to 25 guns armed in their stead. They indiscriminately capture all neutral vessels they fall in with incapable of defending themselves, which are carried into any French or Spanish ports. The English force off Alexandria, by the foreign accounts last month, consisted of two ships of the line, two frigates, two bomb vessels, and two cutters.

By advice from the Danish Island of St. Thomas, in the West Indies, we learn, that from the 8th of April to the 19th of July 1798, no less than eighty-seven Danish vessels had arrived at that island from Europe, and mostly from the Elbe, laden with claret, red port, and East India goods, and most of which goods are consumed in the English Islands. One of them, a short time ago, fell in with an English privateer, with a Spanish vessel in company, her prize. The Dane ordered the captain of the privateer to come on board him, which the other refused; the consequence was, that the Dane gave the privateer several broadsides, killed seventeen of her men, and took the Spanish vessel from the English privateer.

The thanks of the Irish House of Commons were unanimously voted to Sir John Borlase Warren, and the Officers, Seamen, and Marines, under his command, for their late gallant victory on their coast over the French squadron destined to invade that country.

The following is an official return of French prisoners in Great Britain, to the 19th of January 1799, inclusive.

At Portsmouth	10,576	At Edinburgh	736
Plymouth	8,398	Chatham	1,298
Norman Cross	4,127	Stapleton	4,121
Liverpool	4,009		
		Total	30,265

OFFICERS, PRISONERS ON PAROLE.

At Litchfield	66
Bishop's Waltham	60
Tiverton	114
Peebles	60
	300

A private letter from on board the Bonetta whaler, dated October 19, lat. 15. 55. 55. S. long. 5. 49 W. says, "Since the period of our navigating these seas, we never remember to have witnessed (and I hardly suppose it has ever been exceeded) so great a number of the sperm whales as have spouted this voyage. Seals also appear in great abundance; but the sea elephant, which has lately been found to afford looking after, has been rather scarce. The returning ships from the fishery, in the beginning of the next year, will, I conjecture, be all full, so uncommonly propitious has been the season. The bone in particular, as well as the sperm, is remarkably fine; and this, no doubt, will give much satisfaction to those of our friends interested in a prosperous trade. Thirteen whalers on this service are on their return.

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SHIPWRECKS.

Hull, Feb. 12 The following melancholy detail of particulars of the loss of the snow Hope, of Liverpool, and all her ship's company, with the exception of one sailor, who was most miraculously preserved, we give our readers exactly as related by the survivor himself.

Tuesday se'nnight, the snow Hope, Captain Anyon, of Liverpool, destined on a voyage from Riga to Lisbon, and laden with hemp and iron (which had a short time before put in here for repairs), sailed from hence with the wind at north-west, her crew consisting of master, mate, four seamen, and three boys. She proceeded southward till three o'clock the next morning, when the wind came on to blow a hard gale from the south east, which increased to such a degree, that they were obliged to lay to under reefed foresail, the wind and sea raging with such violence, that notwithstanding every exertion, the ship was driven to the northward, labouring and straining very much. The gale continuing its force, with heavy snow and total darkness, they could not make the Humber, or perceive any object, until they were met by a brig cutter, whom Captain Anyon hailed, and requested the assistance of a pilot; no answer, however, attended the application, as the cutter soon after parted company, and the Hope still continued to drive to the northward at the mercy of the wind and waves. About midnight on Friday, the 1st of February, she unfortunately struck upon the ground, the sea running at the time so tremendously high as to make an entire passage over her; at the same instant the cabin boy was washed from the deck. The captain and crew finding every exertion in vain, were reluctantly obliged to abandon their quarters, and attend to the strong calls of self preservation; the captain at the same time declaring aloud, that he would not quit the vessel while a chance of hope remained. The mate was of opinion that they were not far from land, and signified his intention to endeavour to make it, notwithstanding the snow was descending in clouds, and the darkness prevented him from seeing even the length of the ship. The captain, and Carl Ehric, a Prussian seaman, delivered their watches and money to the mate, who jumped into the boat, which still remained upon deck; but a heavy sea at the moment breaking over her, swept away the boat, and he preserved himself by catching the main stay: the next tremendous wave, alas! proved too strong for resistance, and overwhelmed him, never more to be seen. The rest of the crew now sought shelter in the rigging, one man in the fore-top, and the rest in the main-top.

The Prussian before-mentioned feeling pity for a boy of the name of Swain, about twelve years of age, had taken him in his arms, and ascended the main-top, in defiance of the heavy sea which continued to break over them. The captain in despair also ascended the rigging, and placed himself upon the main-yard; from whence he was heard to bemoan their sad fate, and the consequent distress of his wife and children. In this state they remained for a considerable time; but from the extreme severity of the night, and their benumbed and exposed situation, the Captain was soon afterwards seen to drop down, supposed to be wholly or nearly dead from the cold, and two other men were also washed out of the main-top. The vessel had now driven nearer to the shore, and another heavy sea soon after breaking over her, carried away the main mast, with the Prussian, another seaman, and Swain the boy upon it. The Prussian again laid hold of the boy, who earnestly exhorted him, by crying, "Oh, Charles! hold me fast!"—but, finding it indispensable, for his own preservation, was obliged to quit his hold, and the poor boy was drowned.

The main mast being still entangled with the ropes of the fore mast, the Prussian remained in his perilous situation for a very considerable time, till the mast drifted nearer the fore mast, and enabled him with difficulty to lay hold of the fore top-sail yard, from whence he got to the fore-top mast head, where he found the man before-mentioned still alive. By this time the vessel had drifted close to Dimlington high land, on the Holderness coast, about eight miles to the north of Spurn Point. The Prussian perceiving the cliff, and supposing it attainable from the top gallant-mast head, prepared to ascend it, and was solicited by a ship-mate to lend him assistance, in order to endeavour to ascend it also, but which he declared was not in his power, exhorting him to fol-

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low, being the only means left for preservation; to which he replied, that being frozen stiff with cold, he was not able to stir a single joint. This poor fellow being never afterwards seen, it is supposed he shared the fate of the rest of the crew. The Prussian, watching a favourable opportunity, dropped upon the side of the cliff, which, from being so hard frozen, was exceedingly slippery, and rendered it difficult to prevent himself from falling into the breakers. This, however, he was enabled at length happily to effect, and got safe to the top of the cliff at three o'clock in the morning, where he wandered about till break of day; a solitary survivor of the whole ship's crew, lamenting their melancholy fate. The ship is entirely a wreck, and very little of her cargo saved. The Prussian arrived at Hull on Tuesday.

Extract of a Letter from Mr. John James, near Biddeford, dated 17th inst.

I heard on Wednesday a funeral sermon for 106 persons unfortunately lost in the Weazle, on Sunday night. She came in that afternoon, or I should rather say, was in the bay in the afternoon, and as people went to church, the sea-faring men felt some anxiety, if the wind should shift a point and blow, which it afterwards did. They made every effort to get out to sea, and in vain kept firing signals of distress. It is supposed she got round Baggy, and struck upon Mort Rocks: that fine ship, and every soul on board perished; one body only has as yet been taken up, but many are watching the opposite beach both yesterday and to-day, and are fishing up fragments of the wreck.

We hear to-day (Saturday) that the wreck is visible at low water this side of Baggy. A sloop that was in distress in the bay on Monday and Tuesday has disappeared; her fate is not known. It is expected many bodies will float and be driven in shore the coming spring.

The Portland, Hussey, arrived from New York, spoke the ship Tabias, Cooper, six weeks from London, in lat. 42. 58. long. 46. 44. on the 10th of January. On the 11th spoke the Lady Harriet packet, nine weeks from Falmouth, in lat. 43. 54. long. 43. 49. The captain of her informed Captain Hussey, that he had on board the crew of the ship Amphion, from New York for Hamburgh, which had foundered at sea.

Captain Ferguson, of the Dominica packet, on the 13th of November, in latitude 24. N. and long. 68. W. fell in with a wreck with all her masts gone, and swimming by the water edge, which he boarded, and found no people on board her, but had been a schooner, with name upon the upper part of the stern, "The Sam, Trackle, of Baltimore."

COMMON COUNCIL.

Feb 21. Yesterday the Lord Mayor held a Court of Common Council at Guildhall,

His Lordship laid before the court the heads of a Bill respecting a new Marine Police Office adjoining Wapping, and for the purpose of raising a certain sum of money for defraying the expences by laying a tonnage on shipping; which was referred to the Committee for improving the port of London.

His Lordship likewise informed the Court, that a petition had been laid before Parliament (a copy of which he presented) for leave to bring in a bill for cutting a tunnel under the bed of the river, from Gravesend to Tilbury Fort, in Essex; which was referred to the Committee for improving the Navigation of the River, to watch the progress thereof.

Mr. Deputy Birch presented a petition from Mr. Lucius Gahagan, praying to introduce a model in sculpture for perpetuating the late naval victories, which was referred to a Committee.

A similar design of Mr. W. Robinson's, upon a grand scale, including six Admirals, was refused, on account of the great expence.

Mr. Powell presented an excellent performance of penmanship, executed by Mr. Tomkins, of a transcript of Lord Nelson's letter to the Lords Commissioners of the Admiralty, on the subject of the glorious victory over the French fleet, off the Nile, which Mr. Tomkins requested the Court to accept. The Court agreed thereto, and voted their unanimous thanks, and ordered it to be hung up in the most advantageous part in the Common Council Room.

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PLYMOUTH REPORT,

FROM JANUARY 23 TO FEBRUARY 13.

23. Wind N. W. Cloudy. Sailed the Fox cutter for the Downs, with several wind-bound vessels, including the Eagle, Edwards, from Honduras, with log wood, mahogany, &c. Arrived the Fisguard, 48 guns, Captain Martin, with damage received in her late cruise. She went into Barnpool to refit.

24. Wind W. S. W. Cloudy. Mr. Whitford, coroner for Devon, took an inquisition on a marine recruit who fell overboard from a transport in Hamoaze, and was drowned. Verdict, accidental death.

Fourteen smugglers, who had fired into a custom house boat off Salcombe, were escorted through Plymouth, to be put on board the Cambridge flag ship in Hamoaze, by a party of the Surry cavalry.

25. Wind W. S. W. Cloudy. Went down into the Sound, the Mermaid, 32 guns, Captain Newman, She is ordered to cruise off Corunna. Letters received this day, dated the 24th November, from the Argus lugger, Lieutenant Clarke, Jamaica, mention that he was to bring home the next dispatches.

26. Wind W. Cloudy, with rain. A grand dinner was given at Cowley's hotel at dock, by Admiral Sir R. King, Bart. admiral of this port, to forty five captains of the royal navy now in harbour. The royal standard of Great Britain, in compliment to our glorious naval victories, fringed with royal purple and gold fringe, was placed in the centre of the table. Elegant transparencies, appropriate to the occasion, were exhibited in the dining parlour. Sailed the Ethalion, 38 guns, Captain Countess, and the Anson, 44 guns, Captain P. C. Durham, on a cruise off Bourdeaux.

27. Wind S. W. Rain. Yesterday William Davies, seaman, of the Lowestoffe frigate, Captain Plampin, was tried for seditious expressions (almost too bad to repeat), and was sentenced by the court martial to receive 500 lashes round the fleet, and to be imprisoned in solitary confinement in the Marshalsea prison two years. He was a member of the London Corresponding Society. Letters from Gibraltar mention that the Cormorant, 24 guns, Lord Mark Kerr, had captured a Spanish packet from Rio di Plata for Barcelona, very valuable. One boat was lost in boarding the packet, crew saved. Lieutenant W. Wooldridge then gallantly boarded her in the jolly boat with eight men, took possession of her though there were fifty five Spaniards, and brought her into Gibraltar.

28. Wind N. N. W. Cloudy. Went into dock that beautiful frigate La Loire, 48 guns, captured by the Anson, 44 guns, Captain Durham. She is to be fitted for sea, and will be given to the brave Captain Newman, of the Mermaid, 32 guns, who so nobly engaged her in the Irish channel.

29. Wind E. N. E. Snow or sleet. Passed by, for their station off Brest, Vice-Admiral Sir C. Thompson, with eight sail of the line, two frigates, and a lugger. From the last accounts received by neutral vessels from Brest, it appears that the report of fifteen sail of the line being there ready for sea is groundless, as the men of war in that port cannot by any means be one third manned.

30. Wind N. E. Snow or sleet. Arrived in Cawsand Bay, the Triton, 32 guns, Captain Gore, with a fine French privateer of Cherbourg, captured in the Channel, called L'Amiable Victoire, 18 guns and 97 men, three days out, and had not made any captures. Arrived the Fly, 16 guns, Captain Z. Mudge, blown out of Guernsey Roads. Before he left the island a most violent shock of an earthquake was felt the 22d instant, which shook the houses so violently that the inhabitants left them.

31. Wind N. E. Blows hard, with snow. The weather was so violent at Guernsey the 22d instant, that a cutter privateer was blown under the fort and

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taken by the soldiers. Orders came down from the Admiralty for the Canada, 74 guns, Sir J. Warren; Mars, 74, Captain Manley; Russel, 74, Captain Sir H. Trollope; and Lancaster, 64, Captain Wells, now in Cawsand Bay, to be in readiness to sail at a moment's warning.

Feb. 1. Wind S. W. Rainy. Owing to the great demand for cordage in the men of war now fitting out in Plymouth dock, the ropemakers work three days in one. In the gale of last night in Hamoaze, the Formidable, 98 guns, Captain Whitshed, broke from her moorings, ran foul of the Amelia, 44 guns, Captain C. Herbert, and tailed on the west mud; but the tide flowing she was got off without any other damage except carrying away her bumpkin. All the men of war struck yards and topmasts, owing to the violence of the gale. Came in with damage, from Vice-Admiral Thompson's fleet, the Dragon, 74 guns, Captain Sutton. The Terrible's cutter in Rowing Guard got among the breakers in the Cobler's Reach, near Mount Batten, was swamped, and one man drowned. Lieutenant Clements, and the rest of the boat's crew, were saved with difficulty on the rocks, though much bruised.

2. Wind N. Deep snow. Owing to the severity of the weather the mails for the eastward were dispatched in a post chaise. This day the French prisoners in the prison ships in Hamoaze, wantonly threw their cheese overboard, and refused their bread; on which Mr. Alder, agent to the contractors, Messrs. Alder and Hayten, very properly took the sealed sample loaf, and two loaves refused, and by permission of the mayor exhibited them and the cheese on the Guildhall table of this town, when the most respectable inhabitants tasted each; which they declared to be good and sweet, and equal to the sample. The cheese was such as is usually sold for sevenpence per pound. The bread was distributed to the distressed poor of the town, who thankfully received what the insolence of the French Prisoners so wantonly refused.

3. Wind N. Hard frost. Three French captains, who escaped from a prison ship in Hamoaze, were taken near Yalm river, and almost famished. The mail did not arrive till this evening, eight o'clock. Arrived the Humphries Hutchinson, for New York. Parted company with the convoy in a gale of wind a few days since.

4 Wind E. N E. Hard frost. Sailed the Amelia, 44 guns, Hon. Captain Herbert, on a cruise. Letters from Rochfort, dated the 20th ult. brought by a cartel, state, that the gallant Captain Jenkins, of the Aubuscade, 38 guns, captured by La Bayonnaise, 32 guns, was recovering of his wounds fast; and that Lieutenant Sinclair, of marines, was in a fair way.

5. Wind. E. N. E. Snow. Instructions dated Head Quarters, signed by General Grenville, were read at the head of each volunteer associated corps by their commanding officers. The substance was, that in case of fire or any riot in Plymouth, or any attempt at Mill Prison for the Prisoners to escape, then the above corps are to assemble at their different alarm posts, to be in readiness to assist the civil magistrates. Sailed the Dragon, 74 guns, Captain Sutton, to join Vice-Admiral Thompson's fleet off Brest.

6. Wind W. S. W. Cloudy. Arrived the Fly, 18 guns, Captain T. Mudge, with his prize, La Gleneur, of six guns and thirty-two men from Cherbourg, which the Fly captured off Portland the 4th instant, after a long chase. On La Gleneur's last cruise she cut out of Torbay the Anna of Hull, the Hopewell, to Lisbon, since retaken, and the Lucy, of Whitehaven, and got clear off with them. She is quite new, and was chased into Cherbourgh by the Phœbe, 36 guns, Captain Barlow, and Seagull, 18 guns, Captain Wray.

7. Wind E. N. E. Blows hard with deep snow. Letters from the Cape, dated the 23d November, from an officer of the Raisonable, 64 guns, Captain Boyles, received here, mention that the Stately, 64 guns, and Oiseau, 36 guns, Captain Brisbane, had arrived there from the Mauritius, where they had captured several very rich prizes; the latter having cut out two rich brigs and destroyed two cutters. 2000 troops were to embark in the Sceptre, 64 guns, armed *en flute*, and six transports, on the 26th November, for India. The Buffalo store ship had arrived the 20th at the Cape, with a supply of stores, which were much

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wanted; but cables of the large sizes particularly, as several ships had lost one and two cables in gales of wind. L'Imperieuse frigate had sustained some damage in Table Bay, and was under repair. The Garland, 28 guns, run ashore near Madagascar, bilged, and sunk; crew all saved and brought off by the Star brig arrived at the Cape. The Garland's crew were not molested by the inhabitants; and having got on shore some sails, guns, and provisions from the wreck, formed an encampment during their stay.

8. Wind E. S. E. Cold with frost. The Magdalena Xhiana, Pinfont, from the Faro of Messina, arrived here in thirty-three days. He reports, that after the royal family left Naples, the Lazzaroni rose and committed every kind of excess, plundering and burning the houses of the nobility and gentry. Mr. Whitford, coroner, took an inquest on a seaman who cut his throat in a fit of intoxication. Verdict, lunacy.

9. Wind W. S. W. Fair and quite mild. Arrived La Bayonnaise cutter, of 14 guns and 70 men, late Swan revenue vessel, Captain Sanson, who was killed in an action about two years since with a French privateer off the Isle of Wight. She was captured in the Bay by the Anson and Ethalion frigates. The mail from London and the north were brought in a post chaise by an extra mail coach guard at three P. M. the snow being so deep. At three P. M. arrived from the general post office the bags for Philadelphia and New York, to go out by the Camilla, 20 guns, Captain Larkham, who sailed a few hours before with General Maitland, Colonels Grant and Nightingale, for Jamaica at a short notice.

10. Wind S. E. Foggy, with rain. Went down into Cawsand Bay the Formidable, 98 guns, Captain Whitshed; St. Fiorenzo, Sir H. B. Neale. Sailed for Portsmouth the Fly, 16 guns, Captain Z. Mudge; the Fowey cutter, Lieutenant Derby, with a convoy for the Downs. Went into the Sound the Fisguard, 48 guns, Captain T. B. Martin. Passed by from Falmouth the Telegraph, 16 guns, Lieutenant Worth, with a convoy for the Downs.

11. Wind N. N. W. Violent hurricane with rain. This morning a duel was fought at Devil's Point Battery between Mr. Pitt, surgeon, and Mr. Shaw, master of the Volcano gun-vessel; when, after two shots were exchanged at twelve paces, Mr. Pitt hit Mr. S. on the knee, and fractured the pan bone. He was conveyed to the Royal Naval Hospital, where he lies dangerously ill. A seaman of the Proselyte frigate was killed by the fall of the fore yard.

12. Wind N. W. Blows hard. In the gale of yesterday the Naiad, 38 guns, Captain Pierrepoint, broke from her moorings, and tailed on the West Mud in Hamoaze; but the tide flowing she got off with little damage. The men of war in Cawsand Bay and the Sound rode out the hurricane; which was the severest felt here since 1781. Several houses, with the New Church, were unroofed, and many chimneys blown down, but no lives lost. A chimney at Ladywell School broke through the roof, carried down with it all the children's beds, the beams, rafters, and flooring of the attic story, into the room where the children were working, and, miraculous to relate, though there fell into the room near ten tons of rubbish, all the children, thirty in number, escaped with only slight bruises! Le Bon Ordre French privateer went on shore in Catwater and bilged.

13. Wind N. W. Fair. In the gale of yesterday two centinels were blown from the gangway of the Prudent and Bienfaisant prison ships in Hamoaze, and were drowned. Went into dock the Terrible, 74 guns; Indefatigable, 44; Castor, 32. The Alfred, 74 guns, is fitted up as an additional prison ship. The Telegraph sent in a smuggling cutter with 300 anchors of spirits captured off the Lizard.

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PORTSMOUTH REPORT,

FROM JANUARY 28, TO FEBRUARY 21.

Jan. 28. This day sailed Vice-Admiral Thompson, with the Queen Charlotte, 110 guns; Atlas and St George, of 98 guns each; Sans Pareille, 80 guns; Dragon, Superb, Defiance, Triumph, and Captain, 74 guns each, and several smaller vessels, on a cruise off Brest; Blonde and Inconstant frigates, and Hornet sloop, for Guernsey; and Weymouth armed store ship, with troops, for Ireland.

29. Arrived the Beaulieu frigate from Spithead; the Renown man of war, and the Gorgon ditto, from the Downs, with a fleet.

Feb. 1. Yesterday a court martial was held on board his Majesty's ship Gladiator, on Lieutenant Moriencourt, of his Majesty's ship Arethusa. The charge was, for inattention while cruising on the coast of France, in consequence of which the Arethusa got on shore; the charge of inattention was proved, and the sentence of the court was, that he be reprimanded. Lieutenant Moriencourt is a very genteel man, and most excellent officer. This morning arrived his Majesty's ship Renown, of 74 guns, Captain Bertie, with a very large fleet of outward bound merchant ships under his convoy. His Majesty's ship Lowestoffe, of 32 guns, is appointed to convoy the trade from hence to the West Indies.

2. The Honourable Captain Boyle, of the Hyæna, 24 guns, is appointed to convoy the trade from hence to Lisbon and Gibraltar.

5. Arrived the Prince of Wales armed ship from Hull; and the Pelican brig, loaded with barley, retaken by the Duchess of York armed cutter.

12. The outward bound fleets are still detained by contrary winds and stormy weather. The Thames frigate, and outward bound Lisbon fleet, are expected to sail to morrow. General Cuyler goes out in the Thames, and General Tarleton in the Hyæna. A great deal of damage has been done in Stokes Bay amongst the outward bound ships in a sudden storm of wind and snow. The brig Mary Ann, of Newcastle, Simpson, master, was completely dismasted by a ship going on board her. Young Wakefield, Keats, for Lisbon, received damage by a ship driving athwart her hawser. Penelope, of Falmouth, for Lisbon, drove on shore, and beat her rudder off. Alert, Crabtree, got considerable damage by driving foul of another ship, and lost an anchor and cable. Rochester, from Sunderland, with coals, drove on board a ship; both received damage, and several other inferior accidents happened; but the gale fortunately was but of short duration.

14. Arrived this morning his Majesty's ship Penelope, of 38 guns, Captain Pagett, from Madeira, having on board Lord Hugh Seymour, and brought in with her the Fly schooner, from Guernsey, laden with brandy, &c. La Seine frigate from a cruize, and Penelope, ditto, from Gibraltar. Sailed the Latona frigate, and Fly sloop of war on a cruise.

15. Pursuant to an order from the Right Honourable the Lords Commissioners of the Admiralty, a court martial was held this day on board his Majesty's ship Gladiator, on James Hailey, a seaman, belonging to his Majesty's ship Achille, for striking a midshipman in the execution of his duty, and for other mutinous conduct. The charge being fully proved, he was sentenced to be hanged.

20. This morning arrived the Termagant sloop from the Downs. Sailed La Seine frigate, and Snake sloop, on a cruise.

21. It blows a most violent storm of wind from the westward; and it is feared some ships are on Stokes Bay, signals of distress being now made.

A wherry was upset in the beginning of the storm, and one woman was drowned.

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Newcastle, Feb. 4. The Lord Provost of Edinburgh received an affidavit made before the Provost of Dundee, by James Sime, late master of the brigantine the Aurora, of that place, informing, that the said vessel was captured on the 23d of December, in the North Seas, on his voyage from Riga to Lisbon, by the Anacreon privateer of Dunkirk, commanded by Captain Blankman, and was carried into North Bergen. That he left Bergen on the 24th curt. and arrived at Montrose in a sloop bound for Leith. That the day before he left Bergen, the said privateer sailed, and he was informed that the Perseverance, another French privateer, was to sail the same day, both on a cruise to the North Sea; and that from the way the wind was during his passage from Bergen, he had every reason to believe that the vessels had steered their course to this coast. That while he was in Bergen, the crew of the Anacreon blackened their sails with coal dust, to give her the appearance of a collier. That the Anacreon carries 15 guns and 100 men, and is brig-rigged; and the Perseverance carries 20 guns and about 45 men, and cutter-rigged.

This intelligence was immediately forwarded to the Lords of the Admiralty, to Admiral Dickson at Yarmouth, and to the Officer commanding his Majesty's ships in Leith Roads.

MARRIAGES.

CAPT. Buckle, of the Royal Navy, son of the late Admiral Buckle, to Miss Reveley, daughter of the late Henry Reveley, Esq.

At Camberwell, John Jekyll, Esq. of the Royal Navy, to Miss Storie, daughter of the late Thomas Storie, Esq. of that place.

The 5th inst. at Bath, Mark Robinson, Esq. Captain in the Royal Navy, to Mrs. Shirley, of Pulteney-street.

Captain John Luce, of the Royal Navy, to Miss Jane Scarville, of Newport, Isle of Wight.

At Plymouth, Mr. Welsford, purser of his Majesty's ship Pompée, to Miss Tingcombe, eldest daughter of Mr. J. T. goldsmith, of that place.

At Plymouth, Lieut. Carruthers, of the marines, nephew of the late General C. commandant of the Chatham division of marines, to Miss Cholwich, daughter of —— C. Esq. of Aveton Gifford.

OBITUARY.

CAPT. John Consett Peers, who lately died at Lostwithiell, in Cornwall, was in 1761, at the early age of nine years, left an orphan, with a brother and two sisters younger than himself, without any support. At that tender age his uncle sent him into the West India service. On his return to England from his second voyage, he found that death had robbed him of his worthy relation and only friend. Soon afterwards he embarked in the East India service; and, in 1768, he passed for the fourth mate of the Duke of Portland East Indiaman. In the year 1770, he entered into the Royal Navy, on board the Torbay, Captain Drake; and in 1774, with the approbation of Captain Drake, he went a volunteer in the Boyne, destined for North America. In 1776, Admiral Graves appointed him second master and pilot to his Majesty's schooner Dispatch, commanded by Lieutenant Goodridge, mounting six three pounders, and carrying thirty men. On the 12th of July they fell in with the Tyrannicide, an American privateer, mounting 14 guns, and carrying 125 men, 45 of whom had small arms. An engagement soon commenced, although the Dispatch had thirteen sick, and in the early part of the action Lieutenant Goodridge was killed. The command then devolving on Mr. Peers, he maintained a gallant and hard fought action for near four hours, when he received a shot in his right elbow, which shattered his whole arm; and his crew being all nearly killed or wounded, he was obliged to submit to a force so superior. His arm was two days afterwards amputated, and in that state, fainting with the loss of blood, he was carried prisoner into Salem. On the 10th of August, from the great loss of blood, and a mortification spreading round the stump, he was obliged to submit to a second amputation. The December following he was exchanged and sent to Halifax.

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where he was tried by a court martial and honourably acquitted. He then took charge, as pilot, of his Majesty's ship the Richmond, and carried her to New York, when Lord Howe took him on board his own ship, the Eagle; and, in May 1777, appointed him master of his Majesty's ship Mermaid, Captain Hawker, which in July 1778 was run on shore by Count d'Estaing's fleet, and the officers and crew made prisoners. The October following he was exchanged, and sent to New York, when he went a volunteer on an expedition up the North River, in his Majesty's galley Hussar, under the directions of Captain Hyde Parker. On the 2d of November Admiral Gambier gave him a lieutenant's commission, and the command of the Crane galley, stationed up Hudson river; and when Sir Henry Clinton made the attack at West Point, Mr. Peers covered the landing. In July 1780, Admiral Arbuthnot appointed him to the command of the Argo brig, 18 guns, which he held until July 1783, when Admiral Digby appointed him agent for transports, in which capacity he arrived in England in March 1784, after an absence of ten years. Whilst in America, Mr. Peers received a severe wound in his head, and also nearly lost the use of two of his fingers of his remaining hand, from the severe effects of the cold. During his stay in America, he was chiefly kept up the North River, on advanced posts, during which time, the person who had acted as his agent absconded, and deprived him of all his property. What little he had realized and sent to England met with a similar fate, as his friend, to whose care he committed it, died insolvent. His friends, who expected he would have been promoted to the rank of commander, anxiously waited for that event until the year 1792, when the Honourable Board of Admiralty gave him a pension. During the present war, he has commanded a cutter, and was with Lord Bridport in the glorious action of the 1st of June 1795. The December following he sailed with Admiral Christian for the West Indies, and was obliged to put back with many others, after beating about twenty-three days; as he had not half his compliment of men, he was forced to be constantly on deck, and was twenty-two nights without taking off his clothes. On April 10th, 1797, Mr. Peers sailed for the West Indies, with Admiralty dispatches, and the mails for the different islands, and arrived at Barbadoes in thirty days. On the 30th of June, in company with and under the command of Captain Elphinstone, he cut out a fleet of ships at Port au Plate, under the fire of two forts, which they soon silenced. Soon after which he was seized with the country fever, and was obliged to return to England, when he had the pleasure to find, that Earl Spencer had promoted him to the rank of commander; although his health remained in a very precarious situation, yet he constantly solicited the Admiralty for employ, and to his last hour expected it with pleasure, as he thought it wrong for any officer to hold a commission without offering his services; but the effects of the fever made such havock in his health, as to hasten his dissolution, and on the 11th of November put a period to his existence. Captain Peers has left a disconsolate widow, and a brother to deplore his loss.

At Chatham, aged 44, Lieut. Colonel John M'Donald, of that division of marines.

At her house in Hanley-street, Cavendish-square, aged 80, Lady Dowager Clementina Elphinstone, mother of Lord Keith, and of the lady of William Adam, Esq. and only daughter of John, Earl of Wigton.

Captain Renton, of his Majesty's sloop Martin. He was one of a party of naval gentlemen who had agreed to dine at the Three Cups Inn, at Harwich; and during dinner, quitted the room, and went into one adjoining, where he put an end to his existence by a loaded pistol, which it is supposed he had in his pocket. He was the second lieutenant and signal-officer on board the Venerable, Admiral Duncan's ship, in the action of Oct. 11, 1797.

Suddenly, at her lodgings at Yarmouth, the lady of Admiral A. Dickson, commander in chief of the North Sea fleet.

Suddenly, Joseph Belson, Esq. one of the senior clerks belonging to the Admiralty-office, where he had attended his duty the day before.

At his father's house in Chatham-dock yard, Mr. Hunt (late a captain's clerk of the Royal Navy), son of William H. esq builder's second assistant in that dock-yard.

At Croft, in the county of Leicester, in the 40th year of his age, Richard Gamble, Esq. Captain of Marines, who, during seventeen years of actual ser-

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vice, had been engaged in some of the most decisive and gallant naval actions, both in the last and present war. His first entrance into life, was as an officer in the militia of this county, which he left on receiving a commission in the marines, through the patronage, we believe, of the late Duke of Rutland. Within a few months after his appointment, he was on board the Flora frigate in that ever-memorable action with La Nymphe, an action which stands recorded in the naval history of this country as one of the most brilliant individual atchievements of the last war: the cool intrepidity and undaunted courage of Captain Gamble on that day wrested from a gallant adversary the laurel of victory. The sword of the French officer was given him in compliment, and he was immediately appointed by the lords of the admiralty to the rank of first lieutenant over several senior officers, a measure never resorted to but in justice to some great exploit. Between the conclusion of the last war, and the commencement of the present, Captain Gamble had the command of a party of marines on board the Porcupine, Commodore Brabazon, on the Irish station, where he continued three years. Soon after the commencement of the present war, he was ordered on board the Majestic, and thence to the Bellerophon. In this ship his conduct on the memorable 1st of June was so meritorious, that Admiral Pasley ever after shewed him particular marks of his attention. He had quitted the gallant admiral with orders during the engagement but a few seconds before that noble officer lost his leg. After Lord Howe's victory, he had leave of absence for some time, and in the year 1796 was made captain. During the last year he commanded a party of marines on board La Pompée, Capt. Vmoutt, cruising as a part of Lord Bridport's squadron off Brest, till July last, when he was seized with a cold, attended with fever, which terminated in a dropsy, and removed from the service of his king a brave and gallant officer, whose exertions may justly be said to have deserved the gratitude of his country.

At the Cape of Good Hope, Admiral Sir Hugh C. Christian, K. B. commander in chief on that station.

Lieutenant John Manderson, of the Fearless gun-boat stationed off Scilly, died some time since much lamented, an officer that seemed to promise great credit to his profession.

Lieutenant Oakes. The circumstances respecting the death of this officer are thus related in a private letter: "Lieutenant Oakes was ordered from the Resistance to seize a vessel lying at some distance from Ternante, which he accomplished; and allowed the crew, consisting of Malays or Boorgeese, to remain at large about the ship. Some time in the day, the boatswain represented to Lieutenant Oakes the propriety of disarming them; but, unfortunately, his own goodness of heart made him think treachery impossible, and he would not acquiesce in the advice given him. In the evening a report was made to him, that the head Boorgeese had put to death one of the European sailors; which, attributing to accident, or some impropriety of conduct on the part of the sailor, he went to enquire personally into the affair; but he had no sooner approached the head Boorgeese, than the fellow attacked him also, and he fell dead at his feet. The boatswain, who was by, cut the fellow's leg off with his hanger; but before he dropped, he struck the boatswain near the shoulder, and wounded him desperately. The English, incensed at the unmerited death of their commander, and the probable loss of the boatswain, cut to pieces every Boorgeese that had not time to jump overboard, and effect their safety by swimming.

Lieut. A. Thomas Lloyd, of his Majesty's ship Maidstone, died in November last in the Gulph of Mexico. He was son of the Rev. Mr. Lloyd, domestic chaplain of his Royal Highness the Duke of Clarence.

The 16th of November, at the Naval Hospital, Gibraltar, Lieutenant David Reid, of his Majesty's ship the Northumberland, of the wounds received on board that ship in an engagement with some Spanish gun-boats in the bay on the 4th of that month.

At Hoxton, in the 74th year of his age, Mr. Thomas Gibbs, many years a purser in his Majesty's navy.

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THE

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM FEBRUARY 1 TO FEBRUARY 19.

THE Queen, Hawke, and Mildred, from Bengal, and the Ganges, from China, parted the fleet in a gale of wind and thick weather, on the night of the 27th of January.

The Hebe Frigate, with eleven sail of ships from Liverpool, put into Leith Roads the 21st of January, bound to Hamburg.

The Aimable Victoire Privateer, of 18 G. and 90 men, is captured off Alderney by the Triton Frigate, and sent into Plymouth.

The Active, Mollard, from St. Ive's to Leghorn, was taken on the 22d December, near Cape Spartel, by a Frigate, and sent for Cadiz. Another Brig had been taken by the Frigate.

The Six Sisters, Baker, from Whitehaven to Liverpool, taken by a Privateer, and sent for Bourdeaux, is retaken by the Flora and Caroline Frigates, and arrived at Falmouth.

The Jane and Betty, Stocks, from Lynn to Rye, was run down 25th instant near Cromer. Crew saved.

The America, Hardie, from Philadelphia to Hambro', is on shore of the Lincolnshire Coast. People saved.

The Diligent, Drummond, from London to Antigua, was taken the 19th October, by the Two Friends Privateer, and carried into Guadaloupe.

The Eagle Gun-Boat, and a Cutter of about 50 tons, were drove on shore in a violent gale of wind, in Studland-Bay, off Poole, on the 30th.

The Elizabeth, Pulliston, from Teneriffe to Philadelphia, is captured and carried to St. Domingo.

The Three Sisters, Goodwin, from London to Barbadoes, is lost in Orchard's Bay, in the Isle of Wight. Three men drowned.

The Recovery, Swain, from Weymouth to Lynn, is on shore at Weymouth, and much damaged.

The Jupiter, Kopper, from Hamburg to the Havannah, is lost on Sugar Key Reef, Streights of Bahamas.

The Maria, ——, from Bilboa to St. Andero, is taken by a Jersey Privateer, and arrived at Falmouth.

The Thetis, Dring, from Hull to Lisbon, is on shore near Sandown Castle Downs, and bilged. Part of the cargo saved.

The Fame, Kelson, from Newcastle to Weymouth, is on shore near Weymouth, and bilged.

The John, Bennet, from the Baltic to Bridport, is on shore off Portland, and full of water.

The Olive Branch, Tapp, from London to Lisbon, having lost an anchor and cable, and been on shore on the Woolpack, is put into Ramsgate by some boatmen. The cargo is damaged, from striking the West Pier Head, on entering the Harbour.

The Bee, Naithen, from London to the West Indies, is on shore near Poole. The cargo is expected to be saved.

The Three Friends, Banderius, from Lisbon to Embden, has been taken by a French Privateer, retaken by the Flora Frigate, and arrived at Falmouth.

Capt. Parker, of the Ocean, says, that when he left Norfolk the 24th December last, accounts had arrived there, that the Eliza, Reafon, from Liverpool to Baltimore, was taken and carried into Guadaloupe.

Captain Skelton, of the Ship Friendship, arrived at Burlington Bay, 28th ult. saw two Privateers take three ships off Filla Bay, and proceeded with them towards the French Coast.

The Anna, of Hull, from Lisbon; the Lucy, of Whitehaven, bound to Lisbon; and the Hopewell, ——, from London to Madeira, have been captured by the —— Privateer, and sent into Plymouth.

The Hero, Fleck; the General Prescott, Boyd; and the Hero, Wood, from Clyde to the West Indies; the Lowther, Scott, and the Fanny Source, Robinson, from Liverpool, were lost at Dublin in a violent storm on the 18 instant.

The Wakefield, Wright, from Dantzic, is on shore in the Swin.

The Bangalore, Robinson, from Memel to Dublin, is captured by a Privateer, and carried into Arundahl, in Norway.

The Kitty, Wheatley, from Leith to Leghorn; and the Dove, ——, from Wisbeach to Whitehaven, are stranded on Yarmouth Beach.

The Nautilus Sloop of War, and the Arabella, ——, from Memel, are on shore near Scarbro'.

A French Privateer, of 14 G. and 70 men, formerly the Swan Cutter of Cowes, is captured by the Aeolus Frigate, and sent into Plymouth.

The Pitteffie, Mackie, from Memel to the Firth of Forth, is captured by the Barras Privateer, of 20 G. and 45 men, and carried into Arendal in Norway.

The Duke of York, Nicholas, from Newfoundland to Oporto, is captured near Oporto Bar.

The Catherine, Dixon; and the Lark, Scaffide, from London, are on shore near Bridlington.

The Goose Gooseany, ——, from Liverpool to Dantzig, was seen off the Texel, on the 4th inst. in distress by the Africa Frigate.

The Mary, Figet, from Guernsey to Lynn, is lost near Skanscaller. Part of the cargo saved.

The Capt. Cook, Gibbon, from London to the Baltic, is lost near Copenhagen.

The Ecuropa, ——, from Batavia, is detained by the Brilliant Frigate, and sent into Lisbon.

The Three Brothers, ——, from Norway, loaded with timber, was lost 31 inst. on Happisburgh Sand. Only one master and one boy saved.

The Foudroyant French Privateer, of 20 G. from Bourdeaux, is captured by the Phœnix Frigate, and sent into Cork.

The Romona, Smith, from Falmouth to Venice, has been taken by a Privateer, retaken by La Nymphe Frigate, and sent into Mount's Bay.

The Glory, ——, from Konigsberg to London, is lost near Scarbro'.

The Refiver, Jurgens, from Rotterdam to Guernsey, is taken and carried into Ostend.

The Grand Duke, Reed, from Jamaica to London, is on shore near Margate. The cargo discharging.

The Fortune, of Newcastle, from the Baltic, with iron, is lost near Scarbro', and all the crew.

The Pinfent, Tucket, from Newfoundland to Portugal, is taken near Lisbon by a French Privateer.

The Mayflower, Redhead, from Riga to London, is lost near Flamboro' Head.

The Sally, Wethern, from Liverpool to Bristol, has been on shore at Milford, and bilged. The cargo much damaged.

The Ingeberg, Muisman, from London to Dover, is cockled into Margate, after being deserted by the crew.

The Mary, Penwick, from Waterford to London, was lost on the 18th inst. near Tynemouth.

The Betsey, Morgan, from Rhydland to Liverpool, is totally lost. Crew drowned.

The Duncan, Wyatt, from Halifax to London was captured the 19th December, in lat. 49. 20. long. 20. by the Foudroyant Privateer of 20 G.

The Succefs, Lewington, from Newfoundland to Oporto, is captured by a French Privateer, and carried into Bayonne.

The Beckford, Harpy, from Faro to London; the brig ——, Jenien, from Cardiff to London, were drove on shore in St. Ive's Bay, in a violent storm on the 18th instant; as also a Brig from Bristol to London; a Sloop from Ilfracombe, with earthenware; and a brig belonging to Ilfracombe, with coals. Only 8 men saved from the whole.

The St Antonio, ——, from Hispaniola, is captured by the Sylph Sloop, and sent into Plymouth. Also captured a Ship of 300 tons, from the Havannah, with coffee, sugar, &c.

The Countess of Menbro'; the Scipio, ——; the Union; the Harlequin, ——; and the Jane and Mary, Taylor, have been captured by a Privateer, and carried into the Canaries.

The Uxbridge, Scott, from Liverpool, and the Refolution, ——, are lost in Dublin Bay.

The Goodintent, Kittley, from London to Newry, is lost near Port Patrick, in the Irish Channel.

[To be regularly continued.]

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BIOGRAPHICAL MEMOIR OF THE RIGHT HONOURABLE
ALEXANDER ARTHUR HOOD,
LORD BRIDPORT *.

The tyrant custom, most grave senators,
Hath made the flinty, and steel couch of war,
My thrice driven bed of down. SHAKESPEAR.

THE gallant achievements of a distinguished officer, grown old in the noblest service of his Country, claim the grateful attention of those whose security has been preserved by his valour. A review of his professional life serves to animate the mariner, who is commencing his career in the same path of glory; and is also calculated to extend its general utility: since a consciousness of the difficulties, which others have encountered with success, must prove of essential benefit in abating the dread of a threatening barrier, which too often disheartens those, who feel

"how hard it is to climb
The steep, where Fame's proud temple beams afar."

Lord Bridport was the son of the late worthy vicar of Thorncombe in Devonshire, near Axminster, and of Buckleigh in Somersetshire, and is the younger brother of Lord Hood, but senior in point of rank, having entered into the service before him †. He received, we believe, his principal education under the immediate eye of his parent.

His Lordship entered early into the service, and had little but his own merit and diligence, to trust to in the future prospects of his life. His subsequent distinction, and present eminence, form the highest panegyric on his character;

* Baron Bridport of Cricket St. Thomas, in the county of Somerset; Knight of the Bath; Commander in Chief of the Western Squadron; Admiral of the White; Vice Admiral of Great Britain; one of the twenty-four Directors, and Treasurer, of Greenwich Hospital.

† Lord Hood was made lieutenant about six months before his brother, but did not obtain his Post Rank until six weeks after him; both were made lieutenants by Admiral Smith.

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and should prove a source of consolation and perseverance to those, who are anxiously endeavouring to render themselves worthy of the future rewards and honours, of a grateful Country, and a renowned profession.

We wish it had been in our power to give a greater degree of interest and value to the present memoir, by relating those early shades of character, which doubtless marked and adorned the youth of Mr. Hood. These we have endeavoured to obtain, but hitherto without success. The incident that affords such pleasure in the recollection; the narrative of youthful adventure; the gradual openings of an aspiring character, which give animation to biography, are too often gradually lost in the future glory of more public actions.

Mr. Hood had left, for a considerable time, the peaceful retirements of his father in Devonshire, a county whose coast was hereafter to be defended by his skill and diligence, and had gone through the first gradations of his professional rank, before we obtain any knowledge of his conduct. On the 2d of December 1746, he was made lieutenant; and being afterwards raised to the rank of commander, was on the 10th of June 1756, made Post Captain in the Prince George of 90 guns. During the following year he was appointed to the Antelope of 50 guns: nor was he long without enjoying an opportunity of rendering his merit known to his Country. Being on a cruise in the month of May, on the coast of France, he fell in with the Aquilon, a French frigate of 48 guns, and 450 men. After a running fight of two hours, Captain Hood drove her ashore on the rocks in Audierne Bay, about ten leagues to the southward of Brest, where she was totally lost. The enemy had thirty men killed, and thirteen wounded. The Antelope had three men killed, and the same number wounded as her antagonist. During the action, a spirited midshipman, of the name of Murray, had both his legs shot away. He was immediately carried down to the surgeon; but, whilst his wounds were dressing, hearing his comrades above give three

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cheers; in the midst of his agony, an idea that the enemy had struck, rallied the ebbing spirit of his existence; and, with the unsubdued fortitude of a British Sailor, he waved his hand in triumph, and expired *.

As this was the first action in which Captain Hood distinguished himself after obtaining his Post Rank, we shall give an account of it in his own words:

On the 13th of May, A. M. in lat. 47 deg. 50 min. I saw three sail to windward, and gave chace to them. At noon they brought to, hoisted French colours, and made signals to one another; and upon my hoisting French colours also, they made sail, and edged down to me. About one o'clock the largest ship hoisted a pendant, and fired a gun to leeward, and about half an hour after another; which not being answered by me, she soon after fired two shot, hauled her main sail up, took in her top-gallant sails, and bore directly down, being then not two miles off. Upon which I hoisted my proper colours, and shortened sail to the fore-sail and top-sail, expecting to be attacked; but in a few minutes after, she hauled up, and made all the sail she could. The other two, one a frigate-like ship, the other a snow, continued before the wind. I pursued the war-like ship as fast as possible, and before four was within point-blank shot of her. About twenty minutes after, we brought our broadside to bear, and were very close, and kept a continual fire upon her till forty minutes after five, when we had the breakers so near under our lee, that we could not wear, and had but barely room to stay clear of the enemy; but she came about, and, while in stays, the French ship struck upon the rocks, and lost her mizen-mast. I stood off for near an hour, to put the ship in a workable state; then stood in again, with an intention to run as close to the enemy as possible, in order to destroy her; but found that business to appearance done, as she had beat over a ridge of rocks, which were too far without her for me to do her further injury. Where the French ship struck is the north part of Audierne Bay. I had three men killed, and thirteen wounded, and much shattered in my rigging and sails, the mizen-mast shot through.

On the 24th I took a small snow from Bourdeaux for Canada, with wine, brandy, and flour; and the next day a small privateer of six guns, ten swivels, and fifty men, that came out of Port Louis the evening before, and was the snow in company with the man of war,

* Beatson's Naval and Military Memoirs, vol. ii. p. 182.—a most valuable work.

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the day I drove her on shore, whose Captain and officers give the following account of her:—that she was called the Aquilon, mounting 48 guns, but pierced for 56, and had on board 450 men, thirty of whom were killed, and twenty-five wounded; in the latter was the captain: that the rocks were through her bottom in several places, and that she was irrecoverably lost.

In 1758 Captain Hood served in the Mediterranean on board the St. George of 90 guns, Rear Admiral Saunders, which ship formed a part of the fleet * under the command of Admiral Osborne. He was therefore present in this squadron on the 28th of February, when M. du Quesne attempted to reinforce M. de la Clue, who was blocked up in the harbour of Carthagena. The St. George does not appear to have been engaged, as the action was supported only by those† who were detached from their station to chace. The

* *List of the fleet sent out under Vice Admiral Osborne, 1758.*

Ships.	*Guns.*	*Commanders.*
Prince	90	Henry Osborne, Admiral of the Blue. Captain Edward Clarke, 2d.
St. George	90	Charles Saunders, Rear Admiral of the Blue. Captain Alexander Hood.
Monarch	74	John Montague
Culloden	74	Smith Callis
Swiftsure	70	Thomas Stanhope
Hampton Court	64	Hon. Augustus John Hervey
Monmouth	64	Arthur Gardiner
Berwick	64	Robert Hughes
Revenge	64	John Storr
St. Alban's	60	James Baker
Princess Louisa	60	John Lloyd
Jersey	60	John Barker
Montague	60	Joshua Rowley
Guernsey	50	Mark Milbank
Preston	50	John Evans
Ambuscade	40	Richard Gwyane
Rainbow	40	Cha. Basset
Lyme	28	Edward Vernon
Tartar's Prize	24	Thomas Bailey
Deal Castle	20	George Tindal
Gibraltar	20	William M'Cleverty
Glasgow	20	Andrew Wilkinson
Sheerness	20	John Clarke
Favourite	16	Timothy Edwards
Fortune	14	Reginald Cock

† In this glorious action the Brave Captain Gardiner of the Monmouth lost his life, whilst engaging the Foudroyant, which afterwards struck. The Monmouth mounted only 64, twelve and twenty-four pounders; her complement of men 470. The Foudroyant had a thousand men on board, and mounted 80

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diligence, however, of Captain Hood, in promoting the active designs of the commander in chief, should be appreciated in its due proportion: as by the judicious execution of his orders, Admiral Osborne was enabled to baffle the designs of an enemy, who had vainly hoped to elude his vigilance, and to pass the straits under cover of the long dark nights which then prevailed.

Captain Hood most probably returned from the Mediterranean with Rear Admiral Saunders; who, on being relieved by Admiral Broderick, sailed for England in the Montague, and arrived at Spithead on the 5th of July. On the 21st Admiral Osborne returned also in the St. George. The time that Captain Hood spent under Admiral Saunders, though short, must have been sufficient to enable him to derive great advantage from the superior character of an officer, who had seen such a variety of service, and who particularly felt the advantage of employing those moments, that could be snatched from the duties of his profession, in the social and confidential intercourse of learned men.

Soon after his arrival in England, Captain Hood was appointed to the Minerva frigate of 32 guns. The English nation was at this time threatened, by its old and implacable enemy, with a powerful and long meditated invasion; which the skill and bravery of our naval force rendered, as we trust it ever will, ineffectual. Although the French asserted in every court in Europe, that the English, owing to the powerful squadrons which had been detached on different stations, would not be able to have a fleet in the Channel this year (1759) equal to that in Brest harbour, Sir Edward Hawke sailed from Spithead, to their great dismay, with twenty-five sail of the line, thirteen frigates, in which the

guns, forty-two, and twenty-two pounders. Before Captain Gardiner expired he sent for his first lieutenant, Mr. Carket, and made it his dying request that he would never strike the colours. The lieutenant pledged his honour that they never should be hauled down; and immediately going on deck, nailed the Flag to the ensign staff. This gentleman, in 1759, had the command of the Success, 22 guns, one of the squadron detached by Sir E. Hawke to Quiberon Bay.

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Minerva, Captain Hood, was included, and two fire ships. During the greater part of this year Captain Hood served under Commodore Duff, who relieved Captain Reynolds in blocking up the French transports in the Morbian. Captain Hood also captured the Ecureuil, a Bayonne privateer of 14 guns and 122 men, but did not obtain any fresh addition of naval renown until the beginning of the year 1761 *: when the laurels he had already merited were advanced into public notice, by a most brave and gallant exploit, which restored to his Country a ship, whose capture had produced the usual portion of rodomontade on the part of the enemy.

On the 23d of January, in latitude 45° 22′ N. Cape Pinas bearing S. by E. distant thirty leagues, a large sail was discerned from the Minerva soon after day-break. Captain Hood immediately gave orders to chace, and soon found his antagonist to be a ship of two decks. She was the Warwick, pierced for 60 guns, and now mounting 34, which had been taken from the English, commanded by M. Le Verger de Belair. Her crew amounted to about three hundred men, including a company of soldiers, destined to reinforce the garrison at Pondicherry. The wind blowing hard from the east, with a great sea, it was near twenty minutes past ten before the Minerva came up with her; when Captain Hood, notwithstanding her superiority, ran alongside and began an engagement which the French remember to this day. The fire on both sides was terrible. "At eleven," says the brave commander of the Minerva, in his letter to Mr. Cleveland †, "her main and fore-top mast went away, and soon after she came on board us on the starboard bow, and then fell alongside; but the sea soon parted us, when the enemy fell astern. About a quarter after eleven the Minerva's bowsprit went away, and the fore-mast soon followed it: these were very unfortunate accidents, and I almost despaired of being able to attack the enemy again; however, I cut the

* Charnock.

† London Gazette, letter dated at Spithead, Feb. 3, 1761.

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wreck away as soon as possible; and, about one o'clock, cleared the ship of it, with the loss of one man, and the sheet anchor. I then wore the ship, and stood for the enemy, who was about three leagues to leeward of me. At four o'clock I came up close to the enemy, and renewed the attack: about a quarter before five she struck: when I found she had fourteen killed, and thirty-two wounded. Our numbers are, the boatswain and thirteen killed, and the gunner and thirty-three wounded; the former died on the 27th, and two seamen. I have given my thanks to the officers and crew of his Majesty's ship, for their firm and spirited behaviour; and I have great pleasure in acquainting their Lordships with it. At nine o'clock the main-mast of the Minerva went away; at eleven the mizen-mast followed it." Captain Hood convoyed his prize in safety to Spithead, and, on the 8th of February, being introduced by Lord Anson to his Majesty, received his Sovereign's thanks and acknowledgment of his conduct.

In what year Captain Hood was married we are unable to ascertain, but should imagine it was prior to the period of his life we are now considering. His first wife was a daughter of the Reverend Dr. West, and niece to the late Lord Viscount Cobham. By this marriage Captain Hood became related to the Pitt and Lyttleton families. Miss West had a considerable fortune, and his Lordship's conduct respecting it, was at the time spoken of, as it deserved, in the highest terms: he insisted that the whole should be settled immediately upon her, and be totally independent of himself. Admiral West, we believe, was an early and stedfast friend to Captain Hood, before this connection had taken place.

Captain Hood had now risen, by his own bravery, high in the public estimation. His action with the Warwick gave that stamp of celebrity to his character, which placed his merit as an officer beyond the common level; and he was accordingly considered as one of those to whom his Country

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might look for her future security and renown. He was appointed in August 1761, to form part of the squadron destined to convey the Princess Charlotte of Mecklenburgh-Strelitz to England. He accordingly rendezvoused off Harwich on the 6th; and the signal being made by Lord Anson, on board the Royal Charlotte yacht*, for sailing, in the evening of the 7th, the whole squadron got under weigh. On the 14th, the Minerva anchored at the Red Buoy, about seven leagues from Cuxhaven, with the Nottingham, Winchester, and Tartar; when the yachts went up the Elbe, and waited at Stade for the Princess, who arrived there the next day. About noon on the 6th of September, her Royal Highness landed at Harwich. A more particular detail of this expedition will be given in the life of Lord Anson.

Towards the conclusion of 1761, the Africa, a third rate of 64 guns, was launched, and the command of her given to Captain Hood. Great Britain was at this time in a most precarious situation; and was engaged, directly or indirectly, in war with the most considerable part of the maritime strength of Europe. According to the ordinary computations, the Navy of Spain consisted of more than an hundred ships of war †: whilst several communities in France engaged to fit out men of war at their own expence. It was however perceived that a rupture with Spain was unavoidable; and accordingly Sir Piercy Brett was sent out to reinforce Sir Charles Saunders in the Mediterranean, with a strong detachment. Captain Hood, in the Africa, received orders to join it, and thus returned again to his old and approving commander.

There are a variety of circumstances in the year 1762, which bear some analogy to the present political situation of Europe. France, with less power of doing mischief, was

* The Royal Charlotte yacht was built at Deptford in 1749. Length of gun-deck, 90 feet, 1 inch: of the keel, 72 feet, 2 inches and an half. Breadth, 24 feet, 7 inches. Depth, 11 feet. Tons, 232. Men, 70. Guns, 10.

† Dodsley's Annual Register.

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secretly endeavouring to accomplish what she now performs in a more open manner. Portugal was threatened by a confederacy in which France took the lead; and every possible method was adopted to induce her to renounce all friendship, and to violate her neutrality, with Great Britain. Victories, as in the present day, were become familiar to us; and yet no people were ever less intoxicated with them.

The French nation, finding that this country was neither intimidated by their threats, nor reduced to the abject state they expected, were compelled to adopt pacific sentiments. After the definitive treaty of peace was signed at Paris in Feb. 1763, and the different squadrons had returned home, Captain Hood obtained a guard-ship at Portsmouth, the Thunderer, of 74 guns *. Soon after the usual period of such a command had elapsed, he succeeded Sir Charles Saunders in 1766 as treasurer of Greenwich Hospital; whose humane and protecting spirit continues to be impartially, yet liberally supported under his auspices, and those of his distinguished brother.

On the 8th of June 1778, Admiral Keppel sailed from St. Helens with the fleet †, in which Captain Hood commanded the Robust of 74 guns; on the 28th they returned into port, with the French frigates Pallas and Licorne; and sailed again on Friday the 10th of June. The Brest fleet, consisting of thirty-two sail, five frigates, and five gondolas, had put to sea: the Count d'Orvilliers, lieutenant general, commander in chief; Count Duchaffault was second, and the Duke de Chartres the third in command.

After some days spent in manœuvring, on the 27th of July the action commenced off Ushant. The winds constantly in the N. W. and S. W. quarters, sometimes blowing strong, and the French fleet always to windward, going off. The French began firing upon the headmost of Vice Admiral Sir

* Charnock.

† The Victory, 100 guns, Admiral Keppel; the Queen, 90 guns, Vice Admiral Harland, the Ocean, 90 guns, Rear Admiral Palliser, &c. amounting in the whole to twenty-one sail of the line, three frigates, two armed cutters, and one fire ship.

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Robert Harland's division, and the ships with him: being on different tacks, the fleets passed very near each other. Towards the close of day the enemy formed their fleet again; which Admiral Keppel says he did not discourage, thinking they meant handsomely to try their force with him the next morning: but they took the advantage of the night to go off. Captain Hood was stationed in the line, in the blue division, as second to Sir Hugh Palliser. The Robust, on the morning of the 27th, had been ordered with other ships, by signal from the Victory, to chase to windward. During the subsequent action, she was rather severely handled by the enemy: a large shot went through the main mast, two through the fore mast, two struck the bowsprit, and one slightly wounded the mizen mast. The main-top mast was shot in two or three places; the main-top sail yard shot away; the fore-top gallant mast shot in two; the mizen yard received two shot, and besides this, she had about fourteen shot under water, and a little above; one of which being a forty-eight pound shot, rendered the situation of the crew dangerous, as the water gained on them very fast: it was eight o'clock in the evening before they could stop the leak. The sails of the Robust were much cut. Most of the braces, bowlines, and running rigging, with many of the lower and topmast yards, and two of the starboard lower deck ports were shot away. Though his ship was so much damaged, she was fought in so able a manner, that Captain Hood had only five men killed and seventeen wounded. Captain Hood returned with the fleet to Spithead, on the 28th of October, and did not again go to sea until he obtained his flag.

Here we may be allowed, and perhaps expected, to pause, and make some few reflections, such as naturally arise from the events which succeeded this action off Ushant; yet still of such a nature, as shall not wound the feelings of any one, or injure the dear earned reputation of a single individual.

The violent animosity that arose from this action should be a lesson, and a most serious one, to all Professional Men. It would be difficult to select three officers in his Majesty's service, whose character, if impartially considered, must stand

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higher in general estimation, or whose services have a greater claim on their Country, than those of Admiral Keppel, Sir Hugh Palliser, and Captain Alexander Hood: and yet, when the ill judged advice, or perhaps rather the intended malignity, of false friends, had led these respectable officers, to "cry havoc and let loose the dogs of war;" what tales did calumny, from her murky cell, daily induce the public to consider, and often to believe. The open sincerity of Lord Keppel, the quick sensibility of Sir Hugh Palliser, and the zealous disposition of Captain Hood, formed a triumvirate fatally exposed to the machinations of those, who triumph in the miseries of their fellow creatures,—

Brave Men! love one another.

Mr. Hood having obtained the eminence he deserved, on the 26th of September 1780*, was appointed Rear Admiral of the White. Nor was he long before he again gave his services to his country. On the unfortunate death of that valuable officer, Rear Admiral Kempenfelt; it was highly honourable to both parties, that Admiral Hood was brought forward when Lord Keppel presided at the board. Having hoisted his flag on board the Queen, of 90 guns, he was appointed in 1782† to command the second or larboard division of the center squadron, in the fleet sent under the command of Lord Howe to relieve Gibraltar. On the 19th of October Lord Howe had taken the advantage of the wind to repass the straits to the westward; which he effected, followed by the enemy. The wind changing next morning to the westward, the combined fleets, consisting of forty-five or forty six ships of the line, still retained the advantage of the wind. The British fleet being formed to leeward to receive them, they were left uninterruptedly to take the distance at which they should think fit to engage. This action, so glorious for our country, began, like that off

* In 1779, Captain Hood had the command given him of the Catherine yacht. The dimensions of which are as follow: length of gun-deck, 79,1; of the keel, 62,3 5-8ths. Breadth, 22,4 7-8ths. Depth, 11,2. Tons, 166. Complement of men, 40. Guns, 6. She was built at Deptford in 1720.

† In 1782, Admiral Hood lost his first wife, who died in September at his seat of Crickett Lodge.

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the Nile, in the evening. The French commenced their cannonade about sun set, on the van and rear, seeming to point their chief attack on the latter, and continued their fire along the whole line, at a considerable distance, and with little effect, until ten at night. It was returned occasionally from different ships, as the nearer approach of the enemy afforded a favourable opportunity of making any impression upon them. The enemy hauling their wind, and the British fleet keeping on all night, with full sail, the fleets separated. After the return of Lord Howe to England, Admiral Hood attended at the levee at St. James's on Monday, December 16th, and was introduced to the King by Lord Keppel. The preliminary articles of peace were concluded on the 20th of the following month, 1783, at Versailles, both with the French and Spanish plenipotentiaries. Admiral Hood at this time was second in command at Portsmouth. The year * following he was chosen member for the borough of Bridgewater; and, on the 7th of May 1788, was invested with the most honourable order of the Bath. On the 26th of June, in the same year, he married Miss Bray, only daughter of the late Thomas Bray, Esq. of Edmonton.

At the time of the apprehended rupture with Spain, on the 12th of May 1790†, among the list of ships then commissioned appears the London of 98 guns, on board of which Admiral Hood's flag was at first hoisted. On the 4th of July he commanded the van ‡ division of Admiral Barrington's fleet in Torbay, with his flag, as Vice-Admiral of the Blue, on board the Victory, 100 guns, Captain Knight.

* On September 4, 1787, Admiral Hood was advanced to be Vice Admiral of the White.

† April 1st, 1790, he kissed hands on being appointed Rear Admiral of Great Britain on the death of Vice Admiral Darby.

‡ *Van Division.*

		Guns.	*Men.*
Magnificent,	Captain Onslow,	74	600
Arrogant,	Hervey,	74	600
Illustrious,	Edgar,	74	600
Victory,	Vice Ad. Sir A. Hood, K. B. Captain Knight	100	872
Culloden,	Collins,	74	600
Director,	West,	64	500
Impregnable,	Sir Thomas Byard,	90	750

The Hebe to repeat signals.

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An express, however, arriving at Portsmouth to fit out immediately for foreign service, four * sail of the line and two frigates, and for Sir Alexander Hood to take the command of them, he shifted his flag to the Royal Sovereign. They were to be joined by the Orion, of 74 guns, Captain C. Chamberlayne, off Plymouth : a detachment of this intended fleet afterwards sailed, without any flag officer, and shortly returned into port:—the subsequent conduct of Spain prevented this, and other more formidable preparations from reaching their intended destination. Sir Alexander afterwards again hoisted his flag in the London, as second to Lord Howe † in the Channel, on board of which ship it was flying in 1791.

On the 1st of February 1793, Sir Alexander Hood was advanced Vice Admiral of the Red, and was expected to have gone out in the Royal George, as commander in chief of the squadron destined for the protection of Barbadoes and the Leeward Islands. During this year his flag continued on board the Royal George, with a command under Earl Howe in the western squadron. On the 1st of June 1794 ‡, and the preceding days, this gallant ship, in which he has ever since continued, was particularly distinguished. She commenced the action on the 29th of May, and during that on the 1st of June, was exposed to an incessant and brisk cannonade; the terror of which must have been considerably increased by the cruel means, employed on that day by the enemy, to give an unusual degree of savage destruction to the dreadful artillery of death. Sir Alexander, during the whole of this action, displayed in frequent instances his great skill and intrepidity : the foremast, with the fore and maintop mast of the Royal George, were shot away, she had twenty

* Marlborough, 74, Captain S. Cornish; Cumberland, 74, Captain Macbride; Ardent, 64, J. Vashon; Lion, 64, S. Finch, Mermaid, 32, C. Collingswood; Proserpine, 28, E. T. Smith.

† On the 11th of May 1790, Earl Howe, and Admiral Barrington, kissed the King's hand on being appointed to the command of the Channel fleet.

‡ On the 12th of April 1794, Sir Alexander Hood attained the rank of Admiral of the Blue.

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men killed, and seventy-two wounded *. On his return, with the other flag officers and captains of this renowned fleet, he was presented with the gold chain and medal, and was afterwards created by patent, bearing date the 12th of August following, Baron Bridport of Crickett St. Thomas.

It was rather to be hoped than expected, that after so complete a defeat of the enemy, this distinguished servant of his Country, who justly merited the station he had honourably attained, might possess an opportunity, when appointed to the chief command, of gaining additional laurels from the same Power. This however, he enjoyed in the month of June 1795.—We shall give an account of this glorious action, from private letters which have not yet been published, and shall reserve the principal part of Lord Bridport's Gazette letter for its proper place, in our Historical Narrative of Naval Actions during the present war.

"We are now lying at single anchor at Spithead (June 12, 1795). The signal was made yesterday to prepare for sailing, and we unmoored this morning. 'Our fleet † consists

* Officers on board the Royal George on the 1st of June 1794:

William Domett	Captain
John Draper	First Lieutenant
Thomas Ireland	Second Ditto
John Bazely	Third ditto
James Newman	Fourth ditto
Alexander Wilson	Fifth ditto
Henry Richard Glynn	Sixth ditto
Archibald C. Dickson	Seventh ditto
George Heigham *	Eighth ditto
John West	Ninth ditto
Edward S. Reynolds	Junior lieutenant
John Bamborough	Master
James Hall	Boatswain
John Jacop	Carpenter
David Appleton	Gunner
John Henderson	Purser
Richard Shepherd	Surgeon
Rev. Philip Blundell	Chaplain
Andrew Pilkington	Lieutenant of Marines
John Smith	Ditto

* Lieutenant Heigham was killed on the 29th of May. Mr. John Hughes, midshipman, shared the same fate.

† A list of this fleet, with the names of the different commanders, is inserted in the third number of Naval Anecdotes.

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of fourteen sail of the line, five frigates, two fireships, one hospital ship, and a lugger.—On the 22d, at four o'clock in the morning, being in latitude 47° 4′ N. and longitude 4° 16′ W. Belle Isle bearing E. by N. half N. 14 leagues, the frigates made the signal for a strange fleet, which we soon discovered to be the French. They were then right a-head of us, but the wind shifting in their favour, brought them on our weather bow. At six, the admiral made the following signals to chase: the Sans Pareille, Colossus, Valiant, Russell, Irresistible, and Orion; and at seven the signal was out for a general chase. The enemy at this critical moment had all sail set. We continued in chase all day, and the ensuing night, with very little wind, until three next morning, when, to our great joy there sprung up a fine breeze. At four we discovered the Isle de Groias upon our lee bow; by six the Orion and Irresistible were well up with the Alexander, and began to engage. A short time afterwards the Queen Charlotte got up; when her gallant and since lamented commander, Sir A. S. Douglas, instantly opened a tremendous and well directed fire on both sides. The Russell, by a quarter past six, was also pretty well up, but did not begin to fire until she got abreast of the Queen Charlotte, to windward of her, when she opened a most spirited broadside. The Russell, as she passed, engaged several ships that were together, particularly the Alexander, who was to leeward. In about a quarter of an hour, one of the ships, which the Russell had engaged, took fire on the poop, and in a short time her mizen mast went overboard, when she bore up and struck: this ship was the Formidable, of 74 guns. The Sans Pareille and Colossus had now been in action nearly twenty minutes. After the Formidable had taken fire, the smoke cleared up to leeward, and we perceived the Alexander had also struck. By this time we were got some distance into the Bay: all the braces, preventer braces, and rigging of the Russell were much cut; but we wore ship, and engaged about half an hour longer, when we were obliged to haul off to repair our damages, and reeve fresh

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braces. When we had got our good old ship into a manageable state, which we were not able to accomplish under a quarter of an hour, we made sail to renew the engagement. The Royal George passed us, and desired we would go to leeward of her, which we did, and then hauled up to fulfil our wishes: but before we could come into action, the Royal George had got close up alongside Le Tigre, and having engaged her about three minutes, she bore up and struck. Lord Bridport then advanced, with his usual spirit, and engaged again; firing at the same time at the French three decker, and keeping up an heavy fire on both sides. We also were by this time up, and engaged again; when the admiral, not thinking it prudent to advance any farther into the bay, as the enemy had already opened a battery upon us from the shore, bore up, and passing to leeward, whilst we were firing, gave us three cheers. About nine o'clock the firing ceased on both sides: when Admiral Gardner, in the Queen, made our signal to take possession of the Tigre. We accordingly hoisted out our boats and boarded her: but were obliged to make the signal to the Admiral of not being able to take her in tow, as our braces, preventer braces, and bowlines, were mostly shot away, and the sails and running rigging were again very much cut. The French fired red hot shot, and what they call *Langrage shot*: they fired very high, and aimed chiefly at the masts and rigging. We had only one man killed in the action; two died soon afterwards of their wounds. The Tigre had three hundred men killed and wounded; the others suffered in proportion. The remainder of the enemy's fleet made their escape into L'Orient. On the 14th of July our prizes*, the Tigre, Formidable, and Alexander, arrived at Plymouth. The Alexander received considerable damage; both her stern and sides are full of holes. Sir J. B. Warren's squadron of three

* The Tigre, 80 guns, is at present commanded by Sir Sydney Smith. The Formidable, now the Belleisle, is repairing at Portsmouth. The Alexander, formerly taken from us by a French squadron in November 1794, was in the action off the Nile commanded by Captain A. J. Ball.

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line of battle ships and one frigate, were put into the order of battle by Lord Bridport, on his receiving intelligence of the force of the enemy, but could not come up until the action was entirely over. On the day after the action, Mr. Keith Stewart, a midshipman on board the Queen Charlotte, being induced by fatal curiosity to go over the ship's side to the carpenters, who were employed in stopping the shot holes, lost his hold and fell overboard. Every assistance was immediately given, but without success. He was the eldest son of the late Vice Admiral, the Honourable Keith Stewart; a very promising young man, sincerely regretted by every one."

An action more to the credit of the noble admiral who conducted it, or of those officers, who fought under him, never was achieved; and, accordingly, this glorious victory is highly estimated by professional men. It certainly merits its due share of glory amid the victories of the present period, whose lustre can alone be abated by the injudicious comparisons of the ignorant, or those improper suggestions, which have in view to elevate a part above the rest. The column, that records the naval renown of the present war, should publish to all the world, the continued series of success we have experienced under the blessing of God, and should establish what is alone the truth:—*that all in their consequences, and at the different periods in which they were gained, have equal claims upon this country: the accomplishment of each, in its order, has put the nation in a condition to attain the victory in succession.* The difference between the English and French fleets we have already stated * in a preceding number.

So near the coast was the British fleet during the above action, that the pilot on board the Royal George absolutely refused to proceed; when the gallant Lord Bridport, whose skill is alone equalled by his intrepidity, took charge of the ship himself. They who know the peculiar dangers of the

* Naval Chron. No. ii. p. 157. Lord Bridport had fourteen sail of the line opposed to twelve, and two razées of 56 guns each. Five English frigates to seven of the French.

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French coast, will best appretiate such an act of valour. Five of the French captains were broke for not taking the Queen Charlotte.

Lord Bridport, in his letter, says:—"I beg also to be allowed to mark my approbation, in a particular manner, of Captain Domett's conduct, serving under my flag, for his manly spirit, and for the assistance I received from his active and attentive mind. I feel likewise great satisfaction, in doing justice to the meritorious conduct of all the officers of every class, as well as to the bravery of the seamen and soldiers in the Royal George, upon this event, and upon former occasions."

On the 31st of May * 1796, Lord Bridport was made a peer of Great Britain. Since Lord Howe finally resigned the command in the Channel, in 1797, he has continued to hold it with great credit to himself and his Country. The hardships he has endured, and still continues to endure, on that station, can only be known to those who have experienced the painful fatigue of so arduous a service. But it behoves his countrymen in general to remember, that the salvation of the city and port of London, the security of its commerce, and the immediate safety of its inhabitants, all arise from the patient watchings, and continued skill of this distinguished veteran.

Lord Bridport, we believe, first learnt the principles of the naval service under the patronage of Admiral Smith. Few persons have exceeded his Lordship either in the merit of professional duties, or the lustre of private virtues. Those, who have served under his command, speak of him more as a father than a superior officer. The following character of him which has appeared in a work † of very considerable merit, is as just as it is beautiful:

"That sturdie son of Neptune doth mine humour suit right well: where'er his streamers flie, they so be-lorde it

* On the 15th of March 1796, Lord Bridport succeeded Earl Howe in the civil office of Vice Admiral of Great Britain; and on the 1st of June, in the same year, was advanced Admiral of the White.

† Suffrages of Vortigern and Rowena, vol. i. page 100

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o'er the element of waters, that not a single Gallique barque will he permit to ride in suretie on it!—Roughe as the blowinge tempest of the Northe is he afloate; but when on shore, the milder influences prevaile againe, and swaye his mind to calm urbanitie!"

The father of Capt. Alexander Hood, who was killed in the Mars, is cousin to Lord Bridport, and resides principally on his estate in Dorsetshire. His Lordship has one sister, who is living; but has no family of his own. His patent is drawn out with remainder to Samuel Hood, Esq. second son, and every other son or sons born after him, of Henry Hood, Esq. of Catherington in the county of Southampton; to Alexander Hood, Esq. captain in his Majesty's navy, and to Samuel Hood, Esq. captain in his Majesty's navy, and their heirs male respectively.

ARMS.] Azure, a frett argent, on a chief, sable, three crescents, argent, with a crescent for difference.

CREST.] On a wreath a Cornish chough, sable.

SUPPORTERS.] On the dexter side a merman proper, with crown and trident, or; on the sinister a mermaid, proper.

MOTTO.] Ventis secundis.

CHIEF SEAT.] Crickett, near Chard, Somersetshire.

TO THE

EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE disinterested principle you have shewn, in rendering justice to the memory of brave officers, whose reputation had been sullied by the wicked arts of a calumniating or party spirit, will not be passed unnoticed. A work conducted on such principles had been long wanting. As you request information from your friends, I have sent some additional anecdotes of the brave and worthy Admiral, who forms the subject of a Biographical Memoir in your second number.

Admiral Knowles made the brother of the late Sir Edward Hughes a lieutenant, and also commander. This gentleman foundered at sea on the coast of North America. Admiral Knowles also made Sir Edward Hughes a post captain. Sir Edward went out to Jamaica to Admiral

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Knowles when a lieutenant on half pay, passenger in a 40 gun ship, in company with a 60 gun ship. On their passage they attacked the Golga, a Spanish 74 gun ship, that had a million sterling on board, but during the action were beat off. Soon after the arrival of Sir Edward Hughes at Jamaica, he was presented with a post commission by Admiral Knowles, and sent on a cruise; where, from received intelligence, it might be expected he would fall in with some valuable cargoes. Sir Edward by this cruise made 5000l.

Admiral Knowles, Mr. Editor, was as worthy a man as ever lived, and, as far as my judgment leads, I think he was as brave, and as able an officer, as ever served his Majesty. He once, I remember, was going to Portugal, had it not been opposed by his Royal Highness William Duke of Cumberland: the terms offered him were 5000l. per annum; two secretaries paid by the court: and 1500l. per annum, as a pension for his wife and two children, during their lives.

The following particulars, in addition to what you have published respecting the Porto Bello, Chagre, and Carthagena expeditions, under Admiral Vernon, you may depend upon as authentic.

Just before Mr. Knowles sailed with the reinforcement from Jamaica, he pressed all the men he was able to procure from the merchant vessels, one of which was commanded by Mr. Arthur Forrest. This gentleman came and requested that his men might be liberated. Mr. Knowles perceiving that he was well acquainted with the West Indies, and possessed much information, took him into his ship, and introduced him to the admiral. Mr. Forrest was thus induced to enter into the King's service; and was immediately made a lieutenant by Admiral Vernon. The subsequent gallant conduct of Mr. Forrest did credit to the discernment of Mr. Knowles; who had always considerable pleasure in having been thus instrumental in bringing so brave a man into public notice. From this period they lived on terms of the sincerest friendship. Mr. Forrest died an admiral.

When governor of Louisbourg, Mr. Knowles had the command both by sea and land. The army amounted to about four thousand men. Instead of corporal punishment, he made the soldiers work at clearing the woods, and making roads for miles up the country: for the place, being surrounded with wood, was unhealthy; and thus besides, a screen was formed, which greatly assisted the Indians in making any sudden attack. Mr. Knowles kept open table for the officers of the garrison and naval officers; and so attentive was this worthy character to the comfort of the private men, that he sent for a considerable sum in halfpence from England, which he advanced for their convenience. An order from government arriving to make some stoppages in the soldiers' allowance, a mutiny in consequence took place in the garrison. Mr. Knowles having received instant informa-

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tion of this, and having held a conference with some superior officers then present, determined to go to them himself, attended only by his secretary. Having therefore put on his sword, he walked down to the guard-house: the soldiers were in arms, and instantly presented them towards him. Mr. Knowles, perfectly cool and collected, waved his hat, and desiring them to attend to him, addressed them nearly as follows:

"*You may perceive that I approach you solely as a friend. I have not attempted to use force, nor have I employed any hostile means to reduce you unto reason. I wish only to remind you that you are soldiers, and that I am your commander. If you have any complaint to make; if you have any grievances to bring forward; is it possible that you can suppose the means you now employ are in the least likely to obtain you redress? Will they not, on the contrary, involve you in disgrace? I pledge myself, on your immediate return to duty, to represent your complaints to government. Nay more, in consideration of the severity of the climate, I will continue the allowance as formerly, until I receive instructions from England: but rest assured, should fresh orders arrive to enforce the new regulations, they shall be enforced to the utmost of my power.*" This animated harangue was received as might be expected—the soldiers threw down their arms, and gave three cheers.

At another time, intelligence having been sent to Mr. Knowles, in the depth of winter, that the French intended to attack Cape Breton by land, he immediately ordered Captain Clark Gayton, of the Comet bomb, to hold himself in readiness to put to sea without delay. Captain Gayton, knowing that the harbour was frozen up, could hardly trust his ears, and declared he shook himself to be assured he was awake. He however instantly complied, and prepared to obey his orders.—At this time, the Comet's sails were unbent, the yards and topmasts struck, and the booms on the ice on either side. Different people had already been constantly employed, who were appointed to cut holes, at certain distances in the ice across the harbour:—but Mr. Knowles's intentions were kept so profound a secret, no one could find out what they were done for. In the morning the artillery men came down to the harbour, and carried on the ice a number of cags of gunpowder, fixed on small stages, and numbered; the cags had fuzees of different lengths, so calculated, that being successively lowered, with their stages, through the holes in the ice, on the first of the tide of ebb falling, they all exploded together. A channel was thus cleared in the harbour; the ice was six feet thick. Captain Gayton, now enabled to slip his cables, sailed with an express to Boston for a reinforcement.—The ditches of the fortification were kept clear of ice by Mr. Knowles in the same manner; but no attack took place.

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Action off the Havannah.

Previous to his meeting the Spanish fleet, Mr. Knowles, as soon as they came in sight, declared that whatever his share of prize money might amount to, it should be divided among the foremast men of the fleet. This amounted to 3000l. which was distributed as he had promised. Some months before this event, when he made the attack on Port Louis, he gave the sailors his share of prize mony, which amounted to the same sum of 3000l. He thus bestowed 6000l. to reward the exertions of those who fought under him. Such a zeal did he possess for the honour of the service, and so regardless was he of his own emolument! It is painful to remember that this man should, in his old age, be embarrassed in his circumstances, and die poor.

When Mr. Knowles was governor of Jamaica, he put an end to the rebellion of the free or wild negroes: and entered into an agreement with them, that they should make roads of considerable dimensions to all their negro towns. This measure greatly tended to forward any military operations against them, in case of a future rebellion. Mr. Knowles appointed the most respectable of their chiefs to preside over the rest: he also gave the men badges to wear in the king's name: if any of the negroes ran away from the different estates, and took shelter in their towns, on delivering them up, either alive or dead, they were to receive a reward accordingly. Mr. Knowles visited in person the several negro towns, and gave the chiefs presents of clothes, &c. out of his own pocket, independent of what was given by government. In his capacity of chancellor, he decided one hundred and eighteen causes: to all these only three appeals were made. This was so much noticed by many great law lords in England, that when Mr. Knowles returned home, his friend Lord Granville said to him, in presence of another of his friends, Mr. Hume Campbell, afterwards Lord Register, *We knew you were an able commander, but did not imagine you would make so good a chancellor.* If Mr. Knowles would have continued governor of Jamaica, the council and assembly offered to increase his salary to 10,000l. a year. During his stay he built several fortifications, and repaired others.

I am, Mr. Editor.

Your obedient humble servant,

L.

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NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

No. III.

THE following anecdote was forwarded to us by an officer in the action off the Nile, and we believe has not been communicated to the Public:

"On the 1st of August, when the Vanguard anchored alongside Le Spartiate, she became exposed to the raking fire of L'Aquilon, the next ship in the enemy's line; by which the Vanguard had between fifty and sixty men disabled in the space of ten minutes. Owing, however, to the gallant and judicious manner, in which Captain Louis took his station ahead of the Vanguard, the Minotaur, not only effectually relieved her from this distressing situation, but overpowered her opponent. Lord Nelson felt so grateful to Captain Louis for his conduct, on this important occasion, that about nine o'clock, while yet the combat was raging with the utmost fury, and he himself was suffering severely in the cockpit, from the dreadful wound in his head; he sent for his first lieutenant Mr. Capel, and, ordering him to go on board the Minotaur, in the jolly boat, desired Captain Louis would come to him; for that he could not have a moment's peace, until he had thanked him for his conduct: adding *this is the hundredth and twenty-fourth time I have been engaged, but I believe it is now nearly over with me.* The subsequent meeting which took place between the admiral, and Captain Louis, was affecting in the extreme. The latter hung over his bleeding friend in silent sorrow.—"Farewell, dear Louis," said the admiral, "I shall never forget the obligation I am under to you for your brave and generous conduct; and now, whatever may become of me, my mind is at peace."

AN HINT.

MR. EDITOR,

If you think the following hint worthy of your notice, it is much at your service.

Your constant reader,
NELSONAUMACHIA.

It has been a subject of much complaint, that the ships which have been built of late years, are not so durable as those constructed at the close of the last century, or the beginning of the present. It has been alledged as the cause, that the timber now used is much inferior

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to what it was formerly: but this opinion I could never bring my mind to acquiesce in. On my inquiring of people, conversant in naval architecture, I find that the mode of building now in use, is in itself entirely different. About sixty or seventy years ago, the method was introduced of warping planks to the timbers by the means of steam, whereas before that time, it was done by fire. This appears to be the real cause; when planks are applied warm, and much saturated with water, to the timbers, they necessarily exude in a wonderful manner; and, if I am correct in my conjecture, a fermentation must take place between the planks and the timbers; and certainly where there is a fermentation, a Caries must succeed.

DIMENSIONS of the SPANISH SHIPS taken by EARL ST. VINCENT on the 14th of February 1797.

	Guns	Length of Gun Deck. Ft.	In.	Breadth. Ft.	In.	Depth. Ft.	In.	Tons.
San Josef	112	195	3	55	0	24	5	2506
Salvador del Mundo	112	191	5	54	8	23	2	2402
San Nicholas	80	181	10	50	1	20	2	1986
San Ysidro	74	176	11	49	5	20	1	1824

The following is the List of Shipping possessed by the United States:

	Guns.		*Guns.*
United States	44	Herald	18
Constitution	44	Portsmouth	24
Constellation	30	Pinckney	18
Ganges	24	Norfolk	18
Delaware	20	Richmond	18
Montezuma	20	Merimack	24
Baltimore	20	Retaliation galley	14
General Washington	24		

Eight revenue cutters.

BUILDING.

General Greene	24	Two at New York, each	44
Connecticut	24	One at Philadelphia	44
Adams	24	One at Norfolk	36
One at Boston	24	One at Portsmouth	44
Two at Baltimore, each	18	One at Middleton	32
One at Charlestown	24	One at Warren (R. I)	32
One at Salem	32	One at Boston	36

EXTRACT *of a Letter from* CAPTAIN TROLLOPE, *while he commanded the* GLATTON *, *to* JOHN WELLS, *Esq.*

I have the pleasure of telling you, the Glatton sails as well as the line of battle ships in general do, and in every other respect is a perfect man of war. We found her in the late engagement very strong; and the

* The Glatton was built for the India service, with iron hanging knees; had been two voyages there, and was one of those taken up, on the emergency of government, in the year 1795.

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firing of her guns did not hurt in the least. We have tried her last winter well, in as hard gales of wind as ever I saw. She is remarkably tight, and, take her altogether, in every respect is the best ship I ever was in. I have many thanks to give you for the great justice you did the ship in fitting her out, and also to Mr. Hayward for his attention to us. I sincerely hope, in our next cruise, we may meet with a seventy-four in the Glatton, and I can venture to say now, that I think she would either take or sink her in twenty minutes.

17th August 1796. HENRY TROLLOPE.

JOHN WELDS, ESQ.

PRIZE ESSAYS,

For the Preservation of the Lives of Shipwrecked Mariners, by the Royal Humane Society.

JOSEPH THOMPSON, ESQ. and P. in the Chair.

Prize Question.

I. For the best essay on the means of preserving mariners from shipwreck: pointing out the most probable method of keeping the vessel afloat; and also of conveying assistance from shore to vessels in distress, within a moderate distance of land, and when boats dare not venture out to their aid—TEN GUINEAS.

II. For the second best essay in point of merit—FIVE GUINEAS.

Regulations.

The essays are to be transmitted to Dr. Hawes, Spital-square, on or before the third week in March 1799, in a sealed packet with some device on the outside, and within the name and designation of the authors.

The Treasurer acknowledges to have received several dissertations on preserving the lives of the shipwrecked. The candidates are informed that the determination of their merits will be vested in a committee of directors, and the prizes adjudged the second week in April. The successful essays will be published by the society, and the others returned on the application of their respective authors.

The dissertations, &c. transmitted to the Humane Society, afford a reasonable hope that the premiums, on the above important prize question, will considerably diminish such dreadful and fatal disasters on our coasts, so as to be productive of certain safety to individuals, and to prove truly beneficial to the public.

JOHN BEAUMONT, REG. AND SEC.

Jan. 1798.

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FLEET under the command of LORD BRIDPORT on the 23d of June 1795.

Ships.	*Guns.*	*Captains.*
Royal George	100	Admiral Lord Bridport Captain W. Domett
Queen Charlotte	100	Captain Sir Andrew Snape Douglas
Prince of Wales	98	Rear Admiral Harvey Captain Bazely
London	98	Captain Griffith
Queen	98	Vice Admiral Sir A. Gardner Captain Bedford
Barfleur	98	Captain J. R. Dacres
Prince George	98	Captain W. Edge
Prince	98	Captain C. P. Hamilton
Sans Pareille	84	Captain Lord Hugh Seymour Captain Browell
Irresistible	74	Captain Grindall
Orion	74	Captain Sir James Saumarez
Colossus	74	Captain Monckton
Russell	74	Captain Thomas Larcom
Valiant	74	Captain Joseph Larcom
	FRIGATES.	
Revolutionaire	44	Captain Francis Cole
Thalia	36	Captain Lord H. Powlett
Aquilon	32	Captain R. Barlow
Astrea	32	Captain R. Lane
Babet	22	Captain Codrington
Charon hospital ship	44	Captain Lock
	FIRE SHIPS.	
Incendiary	14	Captain Draper
Megæra	14	Captain Blackwood
	One lugger	

The FRENCH Fleet consisted of

Le Peuple	120	Le Formidable (taken)	74
Le Nestor	80	Le Jean Bart	74
La Redoutable	80	Les Droits de l'Homme	74
Le Mutins	80	Alexander (taken)	74
Le Tigre (taken)	80	La Voisténue	74
Le Fougueux	80	La Brave (razée)	56
La Zélie	74	La Scævola (razée)	56

FRIGATES.

La Virginie	L'Insurgeante
La Régenerée	La Fraternitée
La Fidelle	La Fortitude
La Nante	Le Rénard
La Dréade	La Cocarde
La Proserpine	

CORVETTES.	BRIGS.
La Constance	La Talente
La Seneuse	Le Papillon

CUTTERS.

La Peulterre	La Montagne
Le Dragon	

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EXTRAORDINARY APPEARANCE IN THE TIDE AT PLYMOUTH.

On the morning of July 17, 1793, between seven and eight o'clock, the tide flowed into the harbour in a very unusual and rapid manner. It rose two feet perpendicular in nine minutes, and as rapidly receded again: this it did three times in the space of less than an hour. It ran so very swift in the pool, that it was impossible for a fast rowing boat to make head against it; one vessel lost her bowsprit by being run foul of by another, and became perfectly unmanageable, owing to the rapidity of the current. Nothing of the kind had been observed since the great earthquake at Lisbon, when the tide flowed and ebbed nearly in the same extraordinary manner.

SINGULAR PHŒNOMENON IN THE RIVER DE LA PLATA.

In 1793, the waters of this river were forced in the month of April, by a most violent current of wind to the distance of ten leagues, so that the neighbouring plains were entirely inundated, and the bed of the river was left dry. Ships which had been sunk in the river for upwards of thirty years were uncovered; and, among others, an English vessel, which was cast away in the year 1762. Several persons repaired to the bed of the river, on which they could walk about without wetting their feet, and returned laden with silver and other riches, which had been long buried under the water. This phœnomenon, which may be ranked among the grand revolutions of nature, continued three days; at the end of which the wind ceased, and the water returned with great violence to its natural bed.

In 1793, there was discovered, near the harbour of Rutland in Ireland, a large ship sunk about three feet below the surface of the water at low tide. Four brass cannon were got up from the wreck; and, from the marks on them, it is believed to be one of the vessels of the famous Spanish Armada, many of which, according to history, were lost on the western coast of Ireland.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AS the Weazle and Nautilus sloops of war have been lost nearly at the same time, it may perhaps be worthy of remark, that Captain H. Gunter, who commanded the last, when she was lost, had also the command of the former in 1795. The Weazle was wrecked off Barnstaple, the Nautilus off Flamborough Head. The latter has been particularly active this war, having, since Captain Gunter commanded her, captured L'Adolphe French lugger privateer of 12 guns in May 1795; the Sirenne cutter of 6 guns off the coast of Norway in June;

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the Légere brig of 10 guns, on the 4th of April 1798; the Brutalls lugger of 6 guns in the North Seas, June the 12th; and the Klyne Sperver, Dutch vessel of 6 guns, July 2d, all privateers. The following dimensions may be acceptable to your readers.

The Nautilus sloop was built at Itchenor in 1784. Length of gun deck, 100 feet 9¼ inches; of keel, 84 feet 3⅝ inches; breadth, 27 feet 9¼ inches; depth in hold, 12 feet 9¼ inches; tons 345$\frac{21}{94}$; 125 men, and mounted 16 guns.

The Weazle sloop was built at Sandwich in 1783. Length of gun deck 78 feet 11 inches; of keel, 60 feet 8 inches; breadth 35 feet; depth in hold, 10 feet 10½ inches; tons, 201$\frac{64}{94}$; 90 men, and mounted 12 guns.

STATEMENT of the NAVAL FORCE of GREAT BRITAIN, from the beginning of the Present War.

In JUNE 1793.		In JUNE 1796.	
Ships of the line	147	Ships of the line	170
Fifties	22	Fifties	27
Frigates	136	Frigates	198
Sloops	105	Sloops	205
Total	420	Total	600
In JUNE 1794.		**In JUNE 1797.**	
Ships of the line	152	Ships of the line	175
Fifties	22	Fifties	25
Frigates	148	Frigates	206
Sloops	120	Sloops	303
Total	442	Total	709
In JUNE 1795.		**In JUNE 1798.**	
Ships of the line	156	Ships of the line	188
Fifties	34	Fifties	27
Frigates	179	Frigates	217
Sloops	173	Sloops	345
Total	542	Total	777

It will be found by this statement, that from the commencement of the present war, to last June, three hundred and fifty-seven sail have been added to our navy; since which, with the several gallant actions which have taken place, our force has been increased to

194 sail of the line
26 fifties
234 frigates
331 sloops

In all—SEVEN HUNDRED AND EIGHTY-FIVE SAIL.

That the British Navy may still augment its numbers and strength, is the earnest wish of, Mr. Editor,

Your sincere friend,

H******.

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PROCEEDINGS OF

HIS MAJESTY'S SHIP THE ORION *

JOHN THOMAS DUCKWORTH, ESQ. COMMANDER,

And his Observations during the Actions of the 28th and 29th of May, and 1st of June, 1794.

May 28. AT eight A. M. on the 28th of May, standing to the S. E. with the wind at S. S. W. a frigate nearly ahead of the admiral, made the signal for a strange fleet; a few minutes after, the Bellerophon made the same signal, but could not distinguish the Compass Flag. At ten minutes past *eight*, the admiral made the Bellerophon's signal to reconnoitre the strange fleet in view;—at twenty minutes, for seeing the enemy; at thirty minutes, for the fleet to prepare for action. About half past *nine*, the Bellerophon's signal was made to shorten sail; at thirty-six minutes past *ten*, for the whole fleet to wear, and come to the wind on the larboard tack; and at ten minutes past *eleven*, that the ships companies would have time to dine.

May 29. P. M. At fifty minutes past *one*, P. M. on the 29th of May, the signal was made to attack the rear of the enemy; at fifty five minutes, for the fleet to chase. At *two* o'clock to engage the enemy as arriving up with them; at five minutes past *three*, to tack in succession at half past *four*, for each ship to carry a light during the night; at twenty minutes past *six*, to attack and harrass the rear of the enemy; at twenty-five minutes, the same was repeated, with one gun; at five minutes past seven, to engage the rear of the enemy; at twenty minutes, to keep sight of them, and make known their motions; at twenty-three minutes, to assist ships engaged,—with one gun: the Russel's and Marlborough's pendants were now thrown out, and at half

* The Orion since commanded by Sir James Saumarez, has been in all the principal actions of the present war, excepting that of Lord Duncan.

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past *seven*, the signal was made to form the line of battle as most convenient;—at forty-five minutes to recal from chase, the Bellerophon and Marlborough then firing at the enemy, as also several others, with a smart cannonading; but could not distinguish what ships they were, from our distance. Between nine and ten o'clock, intending to go ahead, was prevented by the admiral's hailing, and directing us to keep astern: hauled the main-sail up, and kept in the admiral's wake during the night.

May 19. A. M. At fifty-five minutes past *three*, A. M. on the 29th of May, * the signal was made to form the line of battle, as most convenient. We accordingly made sail, and hauled to windward to go ahead of the admiral, and form the line:—formed in the van, the Cæsar leading, the Queen second, the Russell third, the Valiant fourth, the Royal George fifth, the Invincible sixth, and the Orion seventh. At fifty-eight minutes past *three*, the signal was made to recal all cruisers: at *seven*, to prepare to tack in succession; at twenty minutes, to pass between the enemy's line to obtain the weather gage; at thirty minutes, the fleet at liberty to fire at the enemy on passing them, though not intending to bring them to a general action immediately. At fifteen minutes past *eight*, the signal was out for the Cæsar to make more sail; at thirty five minutes, the same was repeated; and at thirty-five minutes past *eleven* the signal was made to tack in succession.

May 30. P. M. At twenty-five minutes past *twelve*, P. M. (May 30) the signal was made to prepare to tack in succession; and at five minutes past *one*, the Cæsar made the signal of inability. At twenty-five minutes, the admiral made the signal to pass between the enemy's line to obtain the weather-gage; and at twenty-two minutes after *two*, to tack in succession.—The Cæsar wore, and went under our lee; the

* We inform such of our readers as are not conversant with marine terms that the day at sea begins at twelve o'clock at noon. From thence to 12 at night is consequently styled P. M.—and from 12 at night, to the next day at noon, A. M.

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Queen tacked, and was followed by the Russell, who wore; the Valiant wore also, and passed under our lee; the Royal George tacked; the Invincible and Orion wore and followed, the Queen leading; the Russell, Royal George, Invincible, and Orion, passed part of the center, and the whole of the enemy's rear, excepting the last ship, which we passed to windward of. Observed the Queen Charlotte pass through the enemy's line to windward of us. At thirty-five minutes past two, the Queen, Royal George, Russel, and Invincible, were to leeward; the two former made the signal to lie by to repair damages. At fifty minutes, the Royal Sovereign's signal was made to tack in succession, and at fifty-five minutes for the fleet to chase. Being in too disabled a state to obey this signal, and observing a French line of battle ship in an ungovernable condition to leeward, bore down on her, and placing ourselves close on her lee quarter, with the main topsail aback, gave her two broadsides.

The Barfleur being ahead of us, and on the starboard tack, under full sail, I thought it necessary to bear up for her, which occasioned our getting too far astern to renew our attack. Observed the Barfleur firing into the line of battle ship we had left. Hauled our wind on the starboard tack, and began to reeve new braces, &c. &c. At thirty minutes past *three*, the signal was made to close round the admiral, or divisional commanders; at fifty-five minutes, to come to the wind on the starboard tack in succession; at five minutes past *four*, to form the line of battle as most convenient; at twenty minutes, ships to windward more particularly; at twenty five minutes, the Royal George to come to the wind on the starboard tack, and form the line of battle as most convenient: at *five*, to recal ships chasing West a five minutes past, to form the line of battle as most convenient, ships to windward more particularly; at twenty minutes past, to come to the wind on the larboard tack; at thirty-five minutes past five, to form the line of battle on the larboard line of bearing; at forty minutes past,

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the Royal George, Queen, and Cæsar, to do the same; at forty-eight minutes to annul the same; at ten minutes past *six*, for the Cæsar to form the line of battle on the larboard line of bearing; at twenty minutes past, for the whole fleet to do the same: the Orion answered with inability, having all her rigging cut to pieces.

May 30, A. M.—At *ten o'clock*, A. M. the fog clearing up, we saw the enemy broad to leeward. At four minutes past ten, the signal was made to form the order of sailing in two divisions; at thirteen minutes, the starboard division to keep in the admiral's wake; at twenty minutes past, the admiral's interrogatory whether the ships were in condition to renew the action: answered in the affirmative by all the fleet except the Cæsar. At forty minutes past ten, the signal was made to prepare to come to wind on the larboard tack; at fifty five minutes, to come to the wind on the same; at *eleven*, the ships to keep in close order to the van; at thirty-five minutes past, the Russell made the signal for having sprung a lower mast or yard; at twelve o'clock, the Cæsar made the signal of ability to renew the action.

May 31, P. M.—Came on foggy again, and we lost sight of the enemy.

June 1, P. M.—Discerned the French fleet bearing N. N. W. At forty minutes past *one*, P. M. the admiral made the signal, for the fleet to make sail, after lying by; at forty-five minutes past one, to alter course to W. N. W. At ten minutes past *three*, to prepare to haul the wind on the larboard tack together; at thirty-two minutes past, to form the line of battle on the larboard line of bearing; at thirty-eight minutes past, the fleet to keep in closer order to the van; at fifty minutes past, the larboard division to alter course to N. N. W. (at fifteen minutes past *four*, the Royal Sovereign made the Cæsar's signal to alter course to N. W.) at twenty-five minutes past four, the Brunswick to make more sail; at half past four, the fleet to alter course, two points to port, together. At fifty-five minutes past four, the signal was made for the van to prepare to engage the

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enemy's van; at five minutes past *five*, the center to prepare to engage the enemy's center; at fourteen minutes past, to alter course to N. W. by W. together; at twenty minutes past, for the rear to prepare to engage the enemy's rear. At half past *six*, the admiral made the signal for the Venus to come within hail; at forty-three minutes past, for each ship to carry a light during the night, and repeat signals; at fifty-five minutes, to come to the wind on the larboard tack; at twenty-two minutes past *seven*, for the rear to make more sail. At twenty-five minutes past seven, the Southampton hailed us, and informed, that the admiral would carry the same sail during the night, and desired us to keep a little to windward of his wake, and to carry as many reefs out of the topsails, as were consistent with safety. Observed the admiral at that time to be under single-reefed topsails, foresail, jib, and main topmast stay sail.

June 1. A. M.—At *four* o'clock, A. M. the admiral made the signal for the van to close to the center; at ten minutes past four, the Latona made the signal for a strange fleet, bearing North. At half past four, the admiral made the signal for the fleet to alter course N. W. and at a quarter past *six*, the same to North; at twenty-five minutes past, for the fleet to close; at a quarter past *seven*, to haul the wind on the larboard tack together; at twenty-three minutes, that the admiral intended to pass through the enemy's line, and engage them to leeward; at five minutes past *eight*, the van to close to the center; at seventeen minutes, to make sail after lying by; at thirty-two minutes, for each ship to prepare to engage her opponent; at forty-six minutes past eight, for the Gibraltar, Brunswick, Russell, and Culloden, to make more sail; at fifty minutes past, the Royal Sovereign, and Royal George, made the signal to interchange places in the line, but could not distinguish the pendants with whom such change was to take place. At a quarter past *nine*, the admiral made the signal to engage close; at twenty minutes to make more sail, and at *ten*, to chase.

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When the signal for each ship to engage her opponent was made, the Queen, Valiant, and Orion, being close together, hailed each other, and agreed in the eighth, ninth, and tenth ships, as their proper opponents. At this time, the enemy's line filled, and made sail. The Queen hailed us, and though not distinctly heard, from the heavy fire, judged it was to make sail. Hauled on board the main tack, and found the main sheet shot away, which prevented our trimming. The enemy's line making sail, caused our taking the seventh ship from their rear. Bore down as close as possible without boarding, and observed the Queen, our second, bear up for the fifth, which was a three decker. Some time after, observed the Brunswick on our starboard bow, between two French line of battle ships, three were between us and the Brunswick, so that we could not cut the line to assist her. At half past ten, the two ships we were engaging bore up, when the masts of one went overboard; which enabled us to oppose our broadside to one coming up on our quarter. At this time our main topmast, which had gone some time before, was hanging over on the starboard side, and carried away half the main-top, and the main yard in the slings. The wreck much impeded three guns on each deck; we however continued firing until the enemy left us. As the smoke dispersed, we perceived the Queen Charlotte, with both her top-masts carried away, and otherwise much damaged: hauled up to support her, observing two of the enemy's line of battle ships bearing down upon her, under full sail: but the Gibraltar, Culloden, and other ships, in apparent good order, hauling between us, prevented our intentions.—Began to clear away the wreck, and to reeve new braces, and bowlines, to the few remaining sails. At *eleven*, the admiral made the signal to form the line of battle, as most convenient: endeavoured to keep near the admiral, not being in a state to take our station in the line with safety. At five minutes past eleven, the signal was made for the Gibraltar, Culloden, Phaëton, and Latona, to come within

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hail; at twenty-five minutes, for the Montague, Majestic, and Culloden, to form the line of battle as most convenient; at half past eleven, for the Leviathan to do the same: at forty-five minutes past, to wear, and come to the wind on the larboard tack.

June 2, P. M.—At fourteen minutes past twelve P. M. the signal was made to close round the admiral, of divisional commanders; at half past twelve, for the Culloden to come within hail; at thirty-five minutes past, the Defence made the signal of needing assistance in battle, she being totally dismasted. At *one o'clock*, the signal was made to wear, and come to the wind on the starboard tack. Observed ten of the enemy's ships forming in line of battle to leeward. The Brunswick, from being to leeward, with her mizen mast gone, was obliged to make sail away; discerned her some time after, with studding sails set. The Queen, being to leeward of our fleet, with her main-mast gone, passed the enemy's line to windward, keeping up a continual fire. Signals were now made for frigates, tenders, &c. to come within hail: at twenty-five minutes past *two*, to make sail after lying by, and form the line of battle as most convenient; at forty-five minutes, the Gibraltar and Thunderer to stay by prizes E. N. E. At eighteen minutes past *three*, the signal was made by the admiral for the Royal Sovereign to keep in the admiral's wake; and at half past three, to recal ships chasing east. Observing a French frigate standing up to some of their dismasted ships, the admiral made the signal to stay by prizes, and repeated the same at thirty-five minutes past *four*. At thirty-five minutes past *five*, the Royal Sovereign made the signal that the enemy's ships bearing W. N. W. were not secured. At half past six, the Ramillies made the signal for being in want of immediate assistance; at forty-six minutes past, the Russell made the signal for boats to tow, or assist in distress. At fifty-four minutes past six, the admiral made the signal for the fleet to bring to. At thirty-five minutes past *seven*, the Aquilon made the signal for boats to tow, or assist in the N. E.

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Employed refitting our sails and rigging. Observed the enemy's fleet bear up with their dismasted ships in tow, which, we were prevented from following, by the scattered and disabled state of our fleet. We found in our possession seven sail of the line, totally dismasted, one of which sunk ten minutes after hoisting British colours, which she did on our firing a gun at her; she then also lowered a small sail she had set on the stump of her foremast.—The boats of the Alfred, and Culloden, employed in saving the crew of the ship which had sunk.

DESCRIPTION OF PLATE VII.

THE design of Mr. Pocock, in this engraving, is to give the public a clear idea of the situation of the British fleet, in Lord Bridport's glorious action off L'Orient; the particulars of which are detailed in the preceding memoir. The view is taken from the N. W. at the close of the action, half past nine, A. M. when the body of the enemy's fleet were got close in with Port Louis, and just before Lord Bridport made the signal to leave off chase.

In the center is seen the Royal George, with the rest of the fleet continuing the chase. The Tigre, having struck her colours, and bore up, appears to the left; on the right, is the Formidable and the Alexander. The Isle de Groias, with Port Louis, and L'Orient, in distance, The English ships in this, as well as in succeeding designs, being taken from real sketches, may be considered as correct portraits.

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NAVAL LITERATURE.

Captain Vancouver's Voyage of Discovery to the North Pacific Ocean and round the World, principally with a View to ascertain the Existence of any Navigable Communication between the North Pacific and North Atlantic Oceans. Vol. II. considered. Pages, 504. 5 Plates.

(Continued from Page 233.)

THE second volume of this interesting work, by no means falls off, either in point of valuable astronomical and nautical remarks, or judicious reflections, from the preceding one. We perceive in every page, how much its author deserves the high estimation in which he was held by professional men; nor can we withhold the praise which is due to his brother Mr. John Vancouver, for the able manner in which he has supplied the difficult task that devolved upon him.

It has been objected by the public * censors of literature, whose high talents for criticism demand every attention to be paid to their remarks, that the application of the name of *North West America*, to the coast which Captain Vancouver was employed to survey, is taking too much licence: the Admiralty, in their instructions, give it the appellation of the North West *coast* of America, which is less objectionable; but the division of America into North and South, having been long received and universally established, and by that division, all that region which is to the northward of the Isthmus of Darien, being, strictly speaking, North America; consequently, instead of *North West America*, the most proper denomination would have been, the *Western Coast of North America*. Captain Cook's last voyage is expressed, in the title, 'to be for the purpose of determining the position and extent of the *West side of North America*.

The second volume is divided, like the first, into two books, making the third and fourth of the work. The first, contains their transactions at the two Spanish settle-

* Monthly Review, January, p. 20.

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ments in New Albion; the examination of Columbia river; occurrences on board the Dædalus; murder of Lieutenant Hergest at Woahoo; second visit to the Sandwich Islands, proposals for a general peace among the Indians, &c. The time employed, was from the 15th of November 1792, to the 30th of March 1793. The next contains their second visit to the North, their arrival at Nootka; a most accurate survey of the American coast, from Fitzhugh's Sound to Cape Decision, and from Monterrey to the southern extent of their intended investigation, with a brief account of the Spanish settlements in New Albion. The time employed in this book, is from the 30th of March 1793, to the 14th of December in the same year.

Captain Vancouver's visit to the mission of Santa Clara, about 40 miles from St. Francisco, is well related. The oak, as timber, in this country takes the lead. One near the establishment of Santa Clara measured 15 feet in girth, and was high in proportion, and yet not considered by the fathers as of an extraordinary size. The elm, ash, beech, birch, and some variety of pines, grow in the interior, and more elevated parts of the country, in the greatest luxuriance and abundance.

The providential escape of Mr. Hergest, late commander of the Dædalus transport, and his crew from fire in December 1792, particularly claims the attention of the reader. It will also serve as a future warning to mariners:

> In one of these heavy squalls, about four o'clock the next morning, they parted from their anchor and drove out of the Bay. The vessel was scarcely clear of the points when Mr. Hergest discovered the ship to be on fire. They had all been prevented sleeping during the night, by the ship having been full of smoke; those, who had the watch on deck, attributed this circumstance to the smoke having come from the shore; and this opinion, very inconsiderately and without reflection, had been generally adopted, until Mr. Hergest, after the ship had cleared the points of the Bay, in going into the cabin, was convinced that the smoke originated from a nearer and more alarming cause. On lifting up the gun room scuttle, there immediately issued an immense column of smoke, which left no doubt of their perilous situ-

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ation, as the fire was close to the magazine. Not a moment was lost in getting out the powder, and putting it into a boat alongside, but this was no easy task to perform; as the gun room was extremely hot and full of smoke, and the powder, very injudiciously, had been promiscuously stowed amongst the ship's provisions. On this occasion there appears to have been no exertion wanting in the crew of the Dædalus, to whose credit Mr. Hergest observes, that in that trying moment every man stood firm to his duty, without suffering fear or panic to swerve them from its execution; although on some other occasions they had given him much trouble and serious concern. At first the fire was supposed to have been occasioned by some oakum, stowed in the fore part of the gun room, taking fire by accidentally getting wet; since no lights had ever been near it. After a large quantity of provisions had been hoisted up to get out the powder, the smoke was still found to ascend from below; this circumstance, with that of the deck being so hot as not to allow the people keeping their hands upon some lead that was laid upon it, convinced them that the fire must be in the lazaretto below, where some pursers beds were now recollected to have been *very improperly* stowed; and from the seas they had shipped during the tempestuous weather which they had experienced in their passage round Cape Horn, no doubt was entertained that these beds had got wet and had taken fire. Every minute confirming Mr. Hergest in this opinion, care was immediately taken to stop every avenue and crevice about the after-hatchway, to prevent any communication of air before they ventured to scuttle the deck for the purpose of extinguishing the fire by pouring water over it. Happily they had day-light for executing this; and were soon convinced, that the fire had originated, as they had last conjectured, from the appearance of the ascending smoke, on scuttling the deck, as also of the good effect of their judicious labours. Other holes were now bored immediately over the beds, and after pouring down large quantities of water, they soon had reason to be gratefully thankful to Divine Providence for so timely and critical a preservation. Some of the beds were entirely consumed; a case on which they were laid, as also the deck over them, were burnt some way into the wood to a black cinder. Little else was stowed with these beds but rum and oil; so that had the fire once broke out into a blaze, the extinguishing it, or preventing its communication with these inflammable substances, would have been morally impossible, and their destruction would have been inevitable.

The following observations on the respective merits of Kendall's, and Arnold's chronometers, and Earnshaw's pocket watch, must be of service to professional men.

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—— it appeared that the chronometers, since they had been taken on board, had acquired the following errors, viz. Kendall's 13′, Arnold's No. 14, 2′ 30″: Arnold's No. 176, 5′ 45″, to the east of the truth. Earnshaw's pocket watch appeared to be correct. By these observations Kendall's had acquired the greatest error, and Earnshaw's had gone perfectly right. The great regularity of Kendall's hitherto, made it difficult to account for this sudden alteration, which could be attributed to nothing but the change that had taken place in the climate on their being removed from the shore to the ship. The thermometer was found daily to vary at the observatory between midday and the evening, from about 72° to 40°; the excess was more, as it would sometimes rise to 76°, and fall to 31°; but this did not frequently happen, though early in the morning it was not unusual to find the little wells we had dug skimmed over with thin flakes of ice, and the ground covered with hoar frost. On board the ship, the mean temperature of the air, in which they were kept, was between 54 and 60 degrees. This opinion appeared to be particularly corroborated in the instance of Kendall's watch, which evidently went nearly at its Nootka rate during our passage from thence to Monterrey; but on its being there landed, the increase and continuation of the cold appeared soon to accelerate its motion from that of gaining 11″ ⅛ to 18¼ per day. On allowing its rate of gaining at Nootka, from the time of its last coming on board at Monterrey, it was found to agree very nearly with the longitude of point Pinos, as affixed to it by our observations; and as I am perfectly satisfied of the accuracy of our observations, the difference can surely be attributed to no other cause, than that the best of these delicate pieces of mechanism are not yet, with all the ingenious and valuable improvements that have been made on them, able to withstand, for any length of time, the transitions and vicissitudes of different climates. Mr. Arnold's two watches on board the Discovery, being of later date by some years than Mr. Kendall's, appear to have continued their rate of going more correctly, but even these felt the effect of their altered situation; Mr. Earnshaw's was the newest, and was the least sensible of the change in the climate to which it was removed. Future experience may however enable me to form other conjectures, which may tend to elucidate more fully a subject of so much importance to nautical science.

The singular account of two English Sailors, who had for some time resided at Owhyhee, and were the favourites of the worthy monarch Tamaahmaah, will afford much pleasure to our readers:

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John Young was boatswain of an American snow, called the Eleanor, mounting ten guns, navigated by ten Americans and forty-five Chinese, or other inhabitants of that country, and commanded by Mr. Metcalf, on a commercial voyage to the coast of North-West America in the fur trade; in which pursuit Mr. Metcalf had likewise embarked his son a youth of about eighteen years of age, in a small schooner, called the Fair American, of about twenty-six tons burthen, and navigated with five men, one of whom was Davis the mate.

These two vessels had sailed from China, and in the year 1789 the Fair American was detained by the Spaniards at Nootka, but the Eleanor came on in the autumn of that year to the Sandwich Islands, and remained principally about Owhyhee during the winter.

Young stated, that in February 1790, they proceeded to Mowee, where a boat belonging to the snow, with one man in her, was stolen by the natives from the stern of the vessel; and, on a reward being offered for the boat and the man, Mr. Metcalf was informed, that the former was broken to pieces, and that the latter had been killed. The bones of the man were then demanded, which, with the stem and sternpost of the boat, were carried on board the snow in about three days. The natives in the mean time had continued to trade with the crew; and after delivering up the remains of the man, and parts of the boat, they supposed the anger of those on board was entirely appeased, and demanded of Mr. Metcalf the reward he had offered. This, Mr. Metcalf replied, they should soon have, and immediately ordered all the guns to be loaded with musket balls and nails; and having *tabooed* one side of the ship in order to get all the canoes on the starboard side, next the shore, the ports were hauled up, and the guns fired amongst the canoes. The guns between decks, being nearly upon a level with the canoes, did great execution, as did the small arms from the quarter-deck and other parts of the ship. On this occasion, Young represented that upwards of an hundred were killed, and a great many were wounded.

Having thus taken such revenge as he considered equivalent to the injury received, Mr. Metcalf quitted Mowee, and returned with his vessel to Owhyhee; where, to all appearance, they were on very good terms with the chiefs and the inhabitants of that island.

On the 17th of March, Young had permission to be on shore until the next day, when the snow stood close in, and fired a gun as a signal for him to return on board; but, to his very great astonishment, he found the canoes all *tabooed*, and hauled up on the shore, and was informed by *Tamaahmaah*, that if he attempted to take a canoe by himself, he would be put to death, but that he should have a canoe the next day. Having no other resource, Young was obliged to submit: and in the evening he was informed, that the schooner Fair American

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had been captured by *Tamaahmootoo*, to the southward of Toeaigh bay; and that Mr. Metcalf's son, and the four men composing the crew, had been barbarously murdered.

The snow remained two days off Karakakooa, firing guns, and standing in shore, as a signal for Young; but after the news was confirmed of the schooner having been captured, the king would not permit him to leave the island, but behaved to him in the kindest manner; telling him that he should not be hurt, and that he should be at liberty to depart in the next ship that arrived; but that he would on no account, allow a canoe to go off to the snow, lest his people should be killed.

Tamaahmaah, who had been on the strictest terms of friendship with Mr. Metcalf and his people, took Young immediately to his house, where he was treated with every kindness and attention.

The king, being excessively concerned, and very angry at the late inhuman business, collected a very considerable force; and, as if he intended to chastise those who should be found the perpetrators of this barbarous transaction, he sat out, accompanied by Young, on the 22d of the same month, in order to inquire into the circumstances that could have caused so great a breach of hospitality. The schooner was found in the situation already described, destitute of almost every thing that was moveable. *Tamaahmaah* demanded that the vessel should instantly be delivered up to him, that he might restore her to the proprietor Mr. Metcalf, should he ever again visit Owhyhee. This was complied with by *Tamaahmootoo*, who received from the king a very sharp rebuke for the great impropriety of his late conduct in the capture of the schooner, and his unpardonable barbarity in murdering the commander and the people; in excuse for which, he alledged he had been struck, and otherways ill treated by the father of the unfortunate young man.

Here they found Isaac Davis, the mate, still alive, but in a most deplorable condition. *Tamaahmaa* ordered that he should immediately be taken to his residence, and gave particular injunctions that he should receive every assistance in their power to bestow.

From Davis I learned, that he had been treated by *Tamaahaah* and his attendants with a degree of humanity, kindness, and careful attention, that he could not have believed these people were capable of shewing.

The following is his account of the melancholy fate of the younger Metcalf and his people, on the capture of the schooner by *Tamaahmootoo*; which I have every reason to believe is a true and fair statement of that unjustifiable transaction.

"The schooner, being close in with the land, and nearly or entirely becalmed, she was visited by *Tamaahmootoo*, a very powerful chief, who was attended by a great number of the inhabitants. Many of

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these, as well as their chief, made considerable presents to the young commander, and others sold their hogs and vegetables for little or nothing; and in order to ingratiate themselves further in the good opinion of Mr. Metcalf, and to gain his permission for their entering his vessel, they told him that the snow was but a little way to the westward, and that he would see his father before night.

"Davis, who was at the helm, represented the impropriety of this measure to Mr. Metcalf, and said that he thought the behaviour of the natives had a very suspicious appearance; but all he could urge was to no effect; the young commander, perfectly satisfied of their friendly intentions, replied that they would do them no harm, and allowed as many as thought proper to come on board his vessel. In a few minutes he was seized by *Tamaahmootoo*, thrown overboard, and was no more seen. Davis, having a pistol at hand, snapped it at the chief on his seizing his commander, but it unfortunately missed fire. He was then thrown overboard himself, and most inhumanly treated whilst in the water; the women stripped him there of his clothes, and the men endeavoured to murder him with their paddles, being otherways all totally unarmed. But Davis being a good swimmer, and a very strong athletic man, escaped from one canoe to another before his pursuers, in order to perserve his life, which he appeared to be incapable of prolonging but for a few moments. At length, exhausted by fatigue and the loss of blood, which had been very considerable from the wounds he had received, he was hauled into a large double canoe; and as they had no weapon or instrument with which they could put him to death, he was held with his throat across the rafter that unites the two canoes, whilst the inhuman wretches jumped upon his neck and shoulders, with the intention of thus depriving him of life, but still without effect; till, being tired with their cruelties, they ceased to persecute him.

"After a short respite he recovered a little, and, looking up to the most active of the party, said "*mytie, mytie,*" signifying "good;" the man instantly replied, "*arrowhah,*" meaning that he pitied him, and instantly saluted him, by touching noses, gave him some cloth and assisted him to wipe and bind up his wounds. After this he had no other injury offered to him; on his being taken on shore he was kindly treated by *Harapy*, brother to *Kahowmotoo*, who nursed him, and expressed great concern for his deplorable condition; but *Tamaahmootoo*, notwithstanding the state he was in, took him in triumph through the village, and made a jest of him.

"Davis further stated, that *Tamaahmootoo* took every thing out of the schooner that he possibly could, before the arrival of the king and Young; that he was rejoiced to see the latter, and thought he had come from the snow to fetch the schooner, but when they met, and

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he had heard the snow was gone, and that Young had been informed of the particulars of the late cruel transaction, they were both sitting in the greatest affliction, when the king came to them, caught them in his arms, and comforted them; and said, that no one should hurt them whilst he could protect them. The king then gave directions that he should be properly taken care of, and told him he was very sorry for what had happened, but that he, Davis, should live with, and be protected by him.

"After this, the king reprimanded *Tamaahmootoo* in such terms, that Davis saw tears in the eyes of the latter. *Tamaahmaah* then took possession of the schooner for the right owner."

Although there can be no possible excuse offered in vindication of the unjustifiable conduct of this turbulent and ambitious chief, yet it appears to have been almost as inexcusable on the part of the elder Metcalf, that he should have thrown such a temptation in his way. The vessel in question had been a pleasure boat, and was lengthened at China; her gunwale was not a foot higher than that of the double canoes of this country, and being navigated and protected by five persons only, under the command of an inexperienced young man, she became not less a desirable acquisition to *Tamaahmootoo* than a prize of easy attainment. To risk therefore a vessel so circumstanced, amongst a set of Indians, whose daring and ambitious character was so well known in every corner of the civilized world, must ever be regarded as highly imprudent and inconsiderate.

John Young, who was about fifty-four years of age, born at Liverpool, and Isaac Davis, then thirty-six years old, born at Milford, have from this period resided entirely with *Tamaahmaah*; are in his most perfect confidence; attend him in all his excursions of business or pleasure, or expeditions of war or enterprize; and are in the habit of daily experiencing from him the greatest respect, and the highest degree of esteem and regard. Near the bay of Whyeatea the king has given them three very fine estates; and *Kaborumotoo*, who is the firm friend of *Tamaahmaah*, not only from connection, but a sincere regard, and who, from his achievements in war, and advice in council, is considered as the second chief in the island, has likewise shewn them on all occasions, the greatest marks of friendship and respect, and has presented each with a very fine estate near the east point of the island. *Kavaheero* and *Commanowa*, who are considered the next chiefs in power and authority to the two former, have also treated them both in the most friendly manner; but neither of them could speak of *Tianna* in the same favourable terms. This chief eyes them with great jealously, and has made some attempts on their lives; particularly on the return of Captain Colnett from St. Blas. On this occasion Captain Colnett, understanding that there were two white men on the island,

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very humanely desired, by letter, that they would repair on board his vessel, and that he would afford them all the protection and service in his power. Young and Davis, being extremely averse to their present way of life, concerted a plan for escaping to Captain Colnett's vessel; a measure very contrary to the wishes and inclinations of *Tamaahmaah* and the chiefs of the island.

[*To be continued.*]

Naval Poetry.

The Battle of the Nile, a Dramatic Poem on the model of the Greek Tragedy. Faulder, 1799. 64 *Pages.* 2s.

To the Right Honourable HORATIO LORD NELSON, Baron Nelson of the Nile, K. B. the commanding Admiral on the First of August 1798, at the Battle of the Nile; in which Almighty God blessed his Majesty's Arms with a Great Victory over the Fleet of the French Republic; this Poem is respectfully inscribed by THE AUTHOR.

"THE plan of the following Drama is adopted from the Persæ of Æschylus. The Greek poet composed his tragedy in order to gratify the feelings of his countrymen, by celebrating one of their most splendid successes over their inveterate enemies the Persians. As the British victory of the Nile is hardly inferior in brilliancy, and will perhaps be equally important in its consequences, to the Athenian triumph at Salamis, the author does not know in what manner he could more forcibly commemorate the illustrious exploit, than by adopting the same means which were so successfully employed by the ancient poet. He has not consulted the Greek tragedy, since he first conceived the design, as he wished his poem to be rather a free imitation of the conduct, than a servile copy of the sentiments of Æschylus. He has introduced the Spirit of Louis rather from a desire of following his original, than from any partiality to the increasing taste for the interposition of supernatural agents in the affairs of the modern stage.

"It is hardly necessary to observe, that the poem has been composed in a very short compass of time. The author was anxious that it should appear while the public mind was still glowing with the event which it celebrates. This is the sole consideration which could have induced him to trespass

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so much upon the indulgence of his readers, as he must do by committing so hasty a composition to their perusal. His poem must be full of defects. If nevertheless, from the interesting nature of the subject, it should have the good fortune to be favoured with any degree of public approbation, he hopes to be enabled in a subsequent edition to remove the imperfections of the present."

Dramatis Personæ.

First Director of the Republic of France.	Messenger.
Second Director.	A Mariner.
Minister of War.	A Belgian.
Spirit of Louis.	Chorus. Composed of Ancient Men of Paris.

This poem has certainly been composed with too much haste; yet still has considerable merit. Had the author taken a sufficient time to give his labours more polish and effect, we think he would still have found the public mind glowing with the event which he celebrates.

The following scene is selected as particularly connected with our work:

Minister. First Director. Second Director. Messenger and Chorus.

Mess. The sun shall on our proud fleet rise no more.
Hear the recital sad. There is a bay,
The Egyptian hordes call it Aboukir, deep,
Secure, and calm. Herein in level row
We moor'd our barks; their anchors bit the sand.
A rock, that barren rises near, we crown'd
With cannon, that did seem to guard our front,
Threatening to tear the hostile fleet oppos'd.
But, though a foe, let me to worth be true,
No danger can o'ercome the skill, or daunt
The souls of Britons. As the sun went down,
They left the open main, entering the bay
With spreading sails and colours waving wide,
And cannons threatening; and, no shout uprais'd,
No voices heard, with master'd courage stern,
Sounding the shallows, steer'd midst rocks and sands
Adventurous, till 'twixt us and Egypt's coast
Half of their fleet lay anchor'd: then began
The work of death. On either side, each bark
Its whole artillery pour'd: the darken'd waves

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Flash'd momentary to ten thousand fires.
With the dread stroke the vessels shook: the rocks
And cavern'd shores with replications dire
Resounded. Egypt's tawny sons look'd on
In wild amaze: the monsters of the Nile
Heard, and within their sedgy lairs retir'd
Lay trembling. Night came on, and o'er the scene
New terrors pour'd, darkness and silence. On
With added fury rag'd the war. The balls
Fell thicker. Down the gallant warriors sunk,
Chieftains and vulgar, side by side in death.
Red o'er the decks the blood in torrents flow'd.
The sails and tatter'd shrouds flew wild: at times
Some lofty mast shiver'd came tumbling down
With hideous crash and ruin wide: midst death
And desolation, fury new inflam'd
Each side Britons and Gauls, the fear of shame,
Vengeance, hereditary hate, despair,
Hope, or the thought of Fame through endless time;
A mingled war of passions. Long the strife,
And doubtful. Victory to neither lean'd.
At length, the bark, largest of all our fleet,
Through the deep gloom of darkness, wrapt in flames,
Shone dreadful forth, and into air up flew
With lustre dazzling from excess of light,
And loud explosion dire, with which compar'd
Thunder is soft, that shook air, earth, and sea.
The shores of Egypt trembled and their towers;
The pyramids, and Cairo's sacred mosques
Heard from afar; and Thebes, did Thebes now stand,
Had with her hundred gates been mov'd.
Chorus. My God! my God!
First Dir. O terrible!
Mess. The battle ceas'd.
And silence reign'd more dreadful far than sound.
Most dreadful. Consternation held all mute.
Under a cope of falling fire we stood;
Red bolts, and blazing sails and burning masts,
And fragments dread of monstrous size in flames
On us in terrible confusion shower'd.
From that malignant hour the glory fell
Of France, and hope her gallant sons forsook.
Yet on they toil'd, desperate of victory,
Of fame still mindful, and subdued in power,
Not spirit, terrible even in defeat.

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But such is British valour, British skill,
Not long the contest. Four alone escap'd,
Of all our gallant barks, the furious foe:
The rest, or in the whelming waters sunk,
Or under hostile colours captur'd lie.
Min. O day of grief and endless shame to France!
Mess. Sad was the sight, when morn returning shew'd
Our ruins. Gallic Barks, no longer proud
With stately masts and streamers, shatter'd lay
Wrecks on the Ocean, ours no more. The Bay
Was ting'd with blood. Rudders and broken masts,
A melancholy scene, lay floating round;
The shores were spread with corses; and each wave
Slow borne, came loaded with the dead. Mean time
From ship to ship were heard the groans of men
Under sharp wounds lamenting. Gloomy thoughts
Sadden'd the captives, who with envy view'd
The dying and the dead, o'er whom they hung
Or mourning, or attendant, duties sad!
Chorus. O warriors brave in vain! Unhappy sons!
First Dir. Loud doubtless were the vaunting conqueror's shouts.
Mess. No: ne'er did man, with such bright glory cloath'd,
Bear him so meek. To God he gave the praise,
Owning himself his humble minister.
The honours proud heap'd on him he receiv'd
With blushes, or with gentle speech repell'd,
As one scarce worthy. When he nam'd the fight,
He rather pardon sought for deeds undone,
Than praise for noblest feats achieved.

CHARACTER OF THE FRENCH,
BY PETER PINDAR.

KEEL up lies France! long may she keep that posture!
Her knav'ry, folly, on the rocks have tost her;
Behold the thousands that surround the wreck!
Her cables parted, rudder gone,
Split all her sails, her main-mast down,
Chok'd all her pumps, broke in her deck;
Sport for the winds, the billows o'er her roll!
Now am I glad of it with all my soul.

France lifts the busy sword of blood no more;
Lost to its giant grasp the wither'd hand;
O say, what kingdom can her fate deplore,
The dark disturber of each happy land?

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To Britain an insidious damn'd Iago—
Remember, Englishmen, old Cato's cry,
And keep that patriot model in your eye—
His constant cry, "*Delenda est Carthago.*"

France is our Carthage, that sworn foe to truth,
Whose perfidy deserves th' eternal chain!
And now she's down, our British bucks forsooth
Would lift the stabbing strumpet up again.

Love I the French?—By heav'ns 'tis no such matter!
Who loves a Frenchman wars with simple nature.—
What Frenchman loves a Briton? None;
Yet by the hand this enemy we take;
Yes, blund'ring Britons bosom up the snake,
And feel themselves, too late indeed, undone.

The converse chaste of day, and eke of night,
The kiss-clad moments of supreme delight,
To love's pure passion only due;
The seraph smile that soft-ey'd friendship wears,
And sorrow's balm of sympathising tears,
Those iron fellows never knew.

For this I hate them.—Art, all varnish'd art?
This doth experience every moment prove:
And hollow must to all things be the heart,
That foe to beauty, which deceives in love.

Hear me, Dame Nature, on those men of *cork*—
Blush at a Frenchman's *heart*, thy handy work;
A dunghill that luxuriant feeds
The gaudy and the rankest weeds:
Deception, grub-like, taints its very core,
Like flies in carrion—pr'ythee make no more.....

Mad fools! and can we deem the French *profound*,
And, pleas'd, their infant politics embrace,
Who drag a noble pyramid to ground,
Without one pebble to supply its place?

Yet are they follow'd, prais'd, admir'd, ador'd,
Be with such praise these ears no longer bor'd!
This moment could I prove it to the nation all,
That verily a Frenchman is not rational.

Yes, Frenchmen, this is my unvarying creed,
You are not rational indeed:
So low have fond conceit and folly sunk ye,
Only a larger kind of monkey!

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ACCOUNT OF THE

LA GUIRA EXPEDITION,

In a Letter from Captain Watkins, of the Lively, to Sir J. Norris.

Now first published from the original Manuscript.

[Concluded from our last.]

ON the 23d, the Commodore with those of the squadron that were with him, sailed from La Guira, in hopes of joining the missing ships at Barbaratt, and going again upon service; but how great was his disappointment, and uneasiness, when he found only the Lively there, who had not seen any thing of them. Upon which he called a Council of War on the 25th; where it was thought proper not to attempt any further attack upon the enemy, until we should join together our whole force, and then determine what might be best for his Majesty's service. The Lively was therefore sent to look into the bays along the coast, and into Curaçoa; whilst the commodore, and the squadron, took the route of Aves, and Bon Aire, in hopes of joining those separated ships. On the 3d of March, the Lively joined the commodore off Bon Aire, and brought him letters from Captain Gregory, who had carried the missing ships into Curaçoa. The commodore was surprised to find by those letters, that he was preparing to heave the Norwich down, and had ordered the wounded masts of the other ships to be got out; which the commodore, coming in the next day, (the 4th) prevented.

The commodore had likewise a letter from Captain Gage of the Otter: that on the 21st, in the morning, he saw the Norwich chasing; that he likewise chased, and coming up, Captain Gregory told him to pursue the chase, as sailing best, and he would follow: that the Otter coming near enough to engage the chase, who proved a Spaniard, began to fire, which the Otter returned; the Norwich fired two or three guns, which Captain Gage supposed was by way of signal to call him off, and the Norwich stood off herself to sea. The Otter made such a successful fire on the Spaniard, that they quitted most of their guns, and must inevitably, in a short time, have been her prize, had they not unfortunately drove within reach of the enemy's cannon at Cavallos; when the Otter was obliged to quit her, and the Spaniard got into that harbour. We found the brave and worthy Captain Lushington had been buried at Curaçoa, who expired after an amputation of his thigh. He died, as he had lived, an honour to his Country, and to society in general, and consequently was a loss to both. Captain Burville died soon afterwards, and also two land officers of fevers.

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Captain Edward Smith succeeded to the Burford, Watkins to the Eltham, Gage to the Lively, Stuart to the Otter, Prattin to the Prize, and Tyrrell to the Bomb Ketch.

Give me leave, Sir, to digress a little, and to observe how imprudent, as well as unfortunate, it was that the ships were carried to Curaçoa. Our provisions by this means were shortened, many men were lost by sickness, and some by desertion, and little more was done to the ships than what might have been performed in any of the bays along the coast. No advantage whatever was gained, except a small supply of powder, which indeed was quite necessary; there was also some plank and some rope purchased; but as the Victualler, whom it was on board of, soon parted company, we lost the benefit of those stores. The chief misfortune was giving the enemy so much time to prepare themselves; besides they knew from Curaçoa, as they have a constant correspondence with that place, our force and design; and were likewise supplied with ammunition from thence, even by the governor, who, though he carried it fair to the commodore, is a very scoundrel at the bottom: whereas, could we have gone with the whole squadron from La Guira to Cavallos, and only put into some bay or other, of which there are several between those places, to secure our masts a little, we might have been almost as soon at Cavallos, as they had intelligence of our being on the coast, or at least before they could have made any fresh preparation. Since our arrival at Curaçoa we have been informed, that the governor of Carracas came himself to Cavallos, and doubtless brought numbers with him: but to return to my relation:—all the ships having joined at Curaçoa by the 5th of May, on the 6th, the commodore sent the Scarborough, Lively, Otter, and Pembroke Prize, to cruise off Cavallos, to prevent, if possible, any supplies being sent to that place, especially ammunition, which we were informed they were short of. On the 12th, the Pembroke Prize came back, not being able to keep company with the rest: upon which her masts were shortened, in order to make her sail better. The Dutch merchants seemed to have the expedition much at heart, and offered the commodore to raise him four or five hundred stout men, as they expressed it, with sloops for their conveyance, if he would take them into the service: and they were absolutely to be under his command and direction, to be distributed among the ships, or to be sent upon any detachment ashore, as he might find occasion. This you may believe Mr. Knowles readily consented to; and it was agreed that they should be victualled and paid as the English were, and to have equal share of prize money, should we succeed.—Four sloops were accordingly got ready by these merchants, and English colours given them; but we found the men did

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not come in, as fast as was proposed: when we sailed, there was not one hundred in all, and most of those Mulattoes and Negroes, so you may conclude we did not look upon this as a great reinforcement. We had an hospital erected whilst we staid at Curaçoa, where certainly the fresh provisions proved of some service, but we lost many men, for few recovered. We were obliged to carry numbers of sick and wounded to sea, yet few of them recovered so as to be serviceable in action: we buried several in the passage.

Our ships having watered, and our masts and yards being patched up, as well as we could, without getting new ones, or putting Government to any more expence than was at that time absolutely necessary, in order to be as expeditious as possible in going upon the intended enterprise, the ships were ordered to sail as soon as they conveniently could, and to cruise off the harbour's mouth, until the rest should join them, which we began to do on the 17th: by the 21st all were out, and joined. It would be endless, and indeed tedious to tell you, what methods were employed, and how much we were harassed and disappointed, in endeavouring to turn up between Curaçoa and the main; which kept us until the 4th of April without success, for there was no getting the better of the lee currents, though quite moderate weather: to add to our misfortunes we lost company with the Advice, and the Victualler she had in tow. It was at length determined to stretch to the northward, and see if a passage could be gained that way. It was indeed thought of before, and would have been put sooner into execution, but the commodore was cautious of venturing with the ship's masts so much wounded, where we might have to struggle with a large sea; knowing that if any of them should carry away their masts, they must proceed to Jamaica, and thus entirely overset the expedition. However it was now our last resource, there was in reality no other way left; for the Dutch pilots, who had been long acquainted with the coast, told him that when the lee currents set in there, they generally lasted six or seven weeks, and with great strength.

In stretching to the northward, we gained our passage, and sooner than we expected; for we stretched as far as Hispaniola, and on the 14th were off the coast of Carracas, well to windward of Cavallos.—On the 15th, the Scarborough and Lively joined us. We took out of the bays, as we proceeded, the Dutch traders, and carried them with us; not for any great service we could expect from them, being very small vessels, and chiefly manned with Negroes, but to make a more formidable show, for which reason they had English pendants lent them. We anchored that evening under the easternmost quay of Barbaratt. The Bomb Ketch was carried down under a quay, about

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a mile and a half from the castle of Cavallos, which she began to bombard. The Norwich anchored near her, to defend her from any surprise. From the main, near Barbaratt, is an isthmus that stretches obliquely to the northward, then westward, where it forms a point called Ponto Bravo; thence stretching southward, it terminates in a point, on which the castle is built. On the other side to the westward, within pistol shot, is the main, which forms the entrance of Cavallos harbour. This isthmus forms a large lagoon, within which is part of their harbour. Another lagoon, running farther to the southward, makes the other; close up into which their vessels were hauled, except one that lay near the harbour's mouth, ready to be sunk. Upon Ponto Bravo is a fascine battery of fifteen guns; and a little within it, towards the castle, is another of eight guns, intended to rake ships, as they approach towards the castle or harbour. Although they at first did not seem to have guns at those fascine batteries, pointing at the Bomb or Norwich, yet some were soon pointed that way, and began to annoy them with their fire.

On the 16th, in the morning, a council of war was held, in which as excellent a scheme was planned, and resolved on, as could possibly be concerted for the good of the expedition at that juncture.

We must certainly give the credit of this scheme to Mr. Knowles; and I believe *every body will do him the justice to say, he ever took indefatigable pains to put in execution any scheme, let it be his own or that of others, that tended to the good and honour of the service.*—This was to land a body of seamen, who were to surprise and attack the fascine batteries. They were at the same time to be sustained by all the land force; and, in case of any repulse, the seamen were to file off to the right and left, and let the troops advance, with proper fire; or to make a proper retreat, should the enemy be too powerful. To secure this retreat, the Assistance was laid close to the isthmus leading to Barbaratt, which part she entirely commanded with her cannon, and was herself beyond the reach of the enemy. There they were to land in the evening, but not to march until late at night. Some Dutchmen were to lead, who were believed to know the way from having been at work at the very place, when prisoners with the Spaniards. The body of men, in all, consisted of eleven hundred, the whole under the command of Major Lucas: a number which it was believed was sufficient for that undertaking; the consequences expected from it were very great: for it was considered, that if those batteries could be taken, and their guns turned upon the castle, as they were near enough to batter and make a breach, and the squadron was afterwards to make a general attack upon it, we must in all human probability have met with success. To facilitate this attack, and to divert the enemy, the

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Norwich and Lively were ordered to fall down near these fascine batteries, and to keep a constant fire upon them.—It was not imagined by that means, that much execution would be done; but it was enough, if they could harass and fatigue the enemy, and put them into some little confusion, that they might be glad to have some respite at night, which would make our attack by land more easy and sure.—The Norwich being dilatory in her motions, which occasioned several orders and messages from the commodore to her captain; and Captain —— answering the commodore, that he would consult his officers about doing, what the commodore ordered peremptorily to be done; he was immediately, for such disobedience of command, suspended, and Stuart sent to command in his room.—In the interim, the Eltham was likewise ordered to fall down to the fascine batteries, and these three ships, keeping up a pretty good fire while day light lasted, seemed to have had the desired effect, as in a great measure appeared afterwards, of fatiguing and jading the enemy at those batteries. The ships, though some guns from the castle reached them, received but little damage in masts and rigging, and had but three men killed, and a few more wounded.

In the evening the seamen and soldiers were landed with their proper arms. Prattin was to head and command the seamen, having likewise lieutenants and other petty officers under him, who came with the detachment from each ship; but the whole body, as I observed before, was under the direction of Major Lucas. Some time after dark they began their march; and, in great order and silence, came up to the enemy's advanced guard, where they found but three, which as fortunately as could be wished for were found fast asleep. This made it pretty evident, that the employment the ships gave them in the day time had fatigued them, and I think made it also sufficiently clear that they expected no attack that night by land; for otherwise the advance guard, who in all countries are generally chosen men, would not have given themselves up to such entire supineness and neglect, so dangerous to themselves. We may also conclude from this, that those in the fascine batteries, though they might not have given themselves the same indulgence, were at least as ignorant of any attack: for if they had not increased the number of their advance guard, and given them an officer at their head, they would certainly have kept patroles going constantly between them to prevent any surprise. So far the prospect of success on our side was charming.

But how shall I describe the rest? When the advance guard was seized, one of the Spaniards struggling, a sea officer it is said imprudently killed him with firing a pistol, which might as well have been done with a sword or bayonet, and have given no alarm; upon which some of our men began to fire, at they knew not what, for no enemy

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had fired at them, or indeed appeared. One volley was followed by another, and two or three more succeeded, and all amongst themselves, by which they wounded each other; and soon such a shocking and uncommon panic seized the whole body of men, soldiers and seamen, that the foremost ranks fell upon those behind them, they upon the next, until they drove each other down, and were in one general confusion. To such an height did some carry their panic, that they threw themselves into the water, by which some were drowned; and more would have been so had not boats taken them up. Not an enemy all this time appeared, nor was there any fire opened, until their confusion and fire among themselves alarmed the fascine batteries, who fired two or three cannon; but we cannot learn that they did any mischief. They at last got, with trampling over each other, near the Assistance, where they were taken on board. There were some men lost; it is supposed most of them were drowned, several were wounded, and two, that were left disabled, were taken next morning by the enemy. Many left their arms behind them, which was booty for the enemy, unexpected, and unsought for.

The next morning, the 17th, the Norwich, Eltham, and Lively, got up to the key, where the Bomb lay; she was kept constantly employed in throwing her shells, but apparently with no great success: there was likewise a small mortar placed on the key, and some small rayals on the neck of land, to play upon the fascine batteries; but as they did little or no service were not long continued. The fascine batteries never after fired upon the bomb; and those ships which lay near her, either were short of ammunition, or soon expected a general attack; we believe the latter, for we observed them with great numbers of men entrenching and securing themselves for that purpose.

On the 21st, a council of war was held to conclude what was best to be done; it was considered our provision began to be short, though we had been upon short allowance most part of the time. The shells almost all expended, so that we could expect little more service that way; our men falling down daily, and the enemy still fortifying and improving their works, therefore there was no time to be lost. A general attack, with the shipping, was thought to be the most, and best, that could be done for the service, and indeed seemed to be the only plan that we could have hopes of success from, since our landing proved fruitless. The following disposition therefore was ordered: The Assistance, Burford, Suffolk, and Norwich, to lie in a line against the castle, and two water ports, that were just below it. The Eltham, Scarborough, and Lively, to lie against the fascine batteries; and all to be as close to the shore as possible, in order that the small

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arms might do execution. The few shells that were left were to be kept in reserve until the morning of the attack, and then to be played upon the castle as quick as possible. The ships were ordered to complete their ground tier of water, which was to be done at Barbaratt river; (for there neither Spaniards nor Indians molested us,) that they might not be destitute, should any accident drive them to sea. All the ships companies, soldiers and seamen, were to have a good rest the night before the attack. Provisions and liquor were got ready for them in the morning, that they might go upon the attack, and be enabled to continue it with vigour and chearfulness; and the day of battle was to be the 23d, St. George's Day.

The commodore, having looked into the complements of the ships, and divided the men, according to proportion, to each; and distributed what Dutchmen could be got from the sloops (for there were not many) to the ships that mostly wanted, and every thing being ready for action, the officers and people in general in charming spirits, and going with as much joy to the attack, as if they were going to a feast, on the 23d we weighed; but there not being wind enough to command the ships, anchored again.—The breeze not coming in again until the next day, the 24th; in the afternoon, we weighed, but staying some time to form the line, and, having but a little way to drive, obliged the ships to come to, not so near as they wished and expected: however the farthest off did execution with the grape, and some of the nearest with their small arms. At two, all were in action. In about two hours time, the fascine batteries were tolerably well silenced, for out of fifteen guns that were in one, and eight in the other, there was only one fired now and then. The large ships kept an incessant fire upon the castle, which could not be so well silenced, for they returned it warmly upon the ships; but it was observed they had not such good gunners as at La Guira, for they fired chiefly at our rigging, and over us. The ships otherwise must have sustained much more damage being nearer; but I believe there may be a better reason given why their shot was not so successful here; which evidently shews the advantage of ships being near, for there was such a constant shower of round, grape, and stones, flying about them, that probably they did not care to expose themselves much by taking long aim; and to confirm this, several were observed, even to load upon their backs, and many were seen to throw themselves flat often: besides they were pretty well diverted by a shower they were a little accustomed to, for the commodore had some small mortars upon his poop, which were played off charmingly during the whole action; for most of their shells were seen to break just above or about them. At six the Eltham was ordered to weigh, and stand in astern of the

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rest of the ships, against the castle. Between eight or nine o'clock the signal was made to cut or slip, and the ships stood off and anchored without gun shot. Some of the ships still sustained more damage in their masts, yards, and rigging.

The squadron in this attack lost about forty-five men, and had about as many more wounded, but only one officer killed, which was the commodore's lieutenant Mr. F——n; some boats were lost. We could next morning plainly perceive we had done the castle a great deal of damage: the whole length of the wall towards the sea was perforated like a cullinder, there was hardly a foot space but what some shot had taken place in, some of the upper part of the wall quite tore up, and some embrasures entirely drove away, which must have killed them many men, if not dismounted several guns. We could observe but thirty-one guns upon the castle, but released prisoners afterwards informed us there were forty-one; it is however a question whether they could bring all these to bear upon the ships: there were about twenty-three in the fascine batteries, and about eight or ten in the water ports; there was also a fascine battery or two on the other side of the castle, but believe none of the ships were so near as to bring them open. The Advice joined us the day after the engagement, but left the Victualler behind, who was gone to Jamaica. On the 27th the squadron rendezvoused at Barbaratt again. A council of war was held, where our present condition was considered, and whether it was possible we could proceed on any further service.

Our ammunition being examined into, most of the ships were found to be short, and some had none; so that we could not, with all we had left, make near such an offensive attack as the last was; and if the enemy had withstood our first and strongest efforts, they would probably have withstood our last and smallest; that should we not then be successful, after having fired all our ammunition away, his Majesty's ships would be left quite defenceless in regard to any thing they might meet on their passage, which would be highly dishonourable for the service, and greatly hazard the loss of those ships; that could the station ships get up unmolested to their islands, they there could get no supply, but must be quite useless. Another obstacle to an attack, could we have afforded ammunition, was the want of anchors, most of the ships having but one left for each; had shot cut any of their cables, and these only ones be lost, ships so near the shore in all probability might be lost themselves before they could make sail with such wounded masts; and which, on any attack must be still liable to be more wounded. It was considered likewise that we had, from our first setting out, lost numbers of men by the enemy and sickness; that many of those on board were by wounds and sickness rendered unserviceable; so that none of the ships could above

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half man their guns, agreeable to the proportion of their complements, and that we were short of provisions and water: which circumstances made it too plain that we were not in a proper condition to make any further attempt upon the enemy, and it was with regret that every body found they were forced, in honour and prudence, to come into that opinion. The Barbadoes and Antigua ships were therefore ordered to make the best of their way to their stations: the bomb ketch to proceed to England; the commodore, with the other 70 gun ship, to follow to Antigua, from whence, should they meet with no contradictory orders, they were to return home. The Assistance to go down to Jamaica, the Norwich to cruise off Cavallos a fortnight or three weeks, in order to meet the Victuallers that were to come down there to the squadron, and then return to Antigua, from whence she was to be sent home, and the Dutch sloops and men were to be discharged.

The bomb threw her remaining shells towards the enemy's shipping in the harbour, but without success; after which the commodore sent a flag of truce to the governor for the exchange of prisoners. For two or three days several compliments passed between them. Mr. Knowles returned twelve prisoners, which were all he had, and the governor seven, which were all he had. The governor wrote to him as well as sent him word, that he was welcome, with his own boat, to get as much water as was necessary for himself and officers; but was given to understand, that if he attempted any thing further in regard to watering the fleet, he must expect resistance. The squadron having divided as proportionably as could be amongst each other, their provisions and ammunition, the wounded masts and yards being fished, and rigging secured as well as could be expected with what little there was to do it, on the 1st of May some of the ships got under weigh in order to proceed, and by the third all the squadron were in motion, when each made the best of their way pursuant to their orders.

Thus, Sir, ended an expedition as unhappy for those who were engaged in it as it was unfortunate to our country, in not having places captured that would have opened so advantageous a trade. We of course expect censure, that concomitant conclusion to ill success. It is a true observation, that success generally covers a rash action; whereas, on the contrary, a miscarriage frequently exposes the most prudent conduct to censure. I chiefly pity Mr. Knowles, as I have often Mr. Vernon, and other commanding officers who, though unsuccessful, have had the service of their country at heart: for it is the misfortune of great men, that their actions are liable to the censures of the meanest and most worthless; whose rash judgments are generally formed according to success, and not from just and real motives.

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PHILOSOPHICAL PAPERS,

AND USEFUL NAVAL PROJECTS.

A DISQUISITION ON THE STABILITY OF SHIPS*.

By George Atwood, Esq. F. R. S.

THE stability of vessels, by which they are enabled to carry a sufficient quantity of sail, without danger or inconvenience, is reckoned amongst their most essential properties; although the wind may, in one sense, be said to constitute the power by which ships are moved forward in the sea, yet, if it acts on a ship deficient in stability, the effect will be to incline the ship from the upright, rather than to propel it forward; stability is therefore not less necessary, than the impulses of the wind are, to the progressive motion of vessels. This power has also considerable influence in regulating the alternate oscillations of a ship in rolling and pitching; which will be smooth and equable, or sudden and irregular, in a great measure, according as the stability is greater or less at the several angles of inclination from the upright. From constantly observing that the performance of vessels at sea depends materially on their stability, both navigators and naval architects must, at all times, be desirous of discovering in what particular circumstances of construction this property consists, and according to what laws the stability is affected by any varieties that may be given to their forms, dimensions, and disposition of contents; which are determined partly according to the skill and judgment of the constructor, and partly by adjustments after the vessel has been set afloat.

Little more than a century has now elapsed, since the theory of mechanics was first applied to the construction and management of vessels; whatever principles had been previously adopted, for regulating their forms and equipment, as well as for directing them in the ocean, were the result of experience and observation alone: a mode of arriving at truth, however advantageous in many respects, yet not entirely to be relied on in this instance, for explaining satisfactorily, and reducing to system, phenomena depending on the intricate combination of causes which influence a vessel's motion and equilibrium at sea. The theory of mechanics is known to explain all effects that can arise from the action of forces, however complicated, of which the quantities and directions are defined with sufficient precision. This science, having been greatly extended, and successfully employed, by Sir Isaac Newton, in the investigation of causes requiring the most

* Philosophical Transactions for 1798, part ii. p. 201.

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profound research, would naturally be resorted to, for a solution of many difficulties that occur in the theory of naval architecture, which could not be obtained from any other mode of considering this subject. The practice of ship building having been many ages antecedent to the discovery of the theory of mechanics, one object of theoretic inquiry must necessarily be, to explain the principles of construction and management which experience and practical observation have previously discovered; distinguishing those which are founded in truth and right practice, from others which have been the offspring of vague and capricious opinion, misrepresentation of facts, and unfounded conjecture; by which, phenomena arising in the practice of navigation are often attributed to causes entirely different from those by which they are really governed. It is also the object of mechanic theory to investigate, from the consideration of any untried plans of construction, what will be the effect thereof on the motion of vessels at sea; also to suggest new combinations, by which the approved qualities of vessels may be extended, their faults amended, or defects supplied. These several objects, and others connected with them, have employed the attention of many eminent theorists, by whose discoveries naval architecture has been greatly benefited; yet the progress made toward establishing a general theory, founded on the laws of motion, has not been adequate to what might be expected from the abilities of the writers on this subject, and the laborious attention they have bestowed upon it. Although all results, deduced by strict geometrical inference from the laws of motion, are found, by actual experience, to be perfectly consistent with matter of fact, when subjected to the most decisive trials, yet, in the application of these laws to the subject in question, difficulties often occur, either from the obscure nature of the conditions, or the intricate analytical operations arising from them, which either render it impracticable to obtain a solution, or, if a result is obtained, it is expressed in terms so involved and complicated, as to become in a manner useless, as to any practical purpose. These imperfections in the theory of vessels are amongst the causes which have contributed to retard the progress of naval architecture, by encreasing the hazard of failure in attempting to supply its defects by experiment; for, when no satisfactory estimate can be formed from theory of the effects likely to ensue from adopting any alteration of construction that may be proposed, doubts must necessarily arise respecting its success or failure, which can be resolved only by having recourse to actual trial: a species of experiment rarely undertaken under the impressions of uncertain success, when the objects of it are so costly, and otherwise of so much importance. To the imperfections of theory, may also be attributed that steady adherence to practical methods, rendered familiar by usage, which creates a dis-

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position to reject, rather than to encourage, proposals of innovation in the construction of vessels: the defects or inconveniences which are known, and have become easily tolerable by use, or may perhaps be the less distinctly perceived for want of comparison with more perfect works of art, being deemed preferable to the adoption of projected improvements, attended by the danger of introducing evils, the nature and extent of which cannot be fully known. These are amongst the difficulties and disadvantages which have concurred in rendering the progress of improvement, in the art of constructing vessels, extremely slow, and have left many imperfections in this practical branch of science, which still remain to be remedied. In respect to the theory of vessels, it would be giving that term too narrowed a meaning, to consider it as derived solely from the laws of mechanics; every notion or opinion which may be applied to explain satisfactorily the phenomena depending on a vessel's construction and qualities, so as to infer the quantities of given conditions, independently of actual trial, whether it originates from experience alone, or from investigations founded on the laws of motion, is to be regarded as forming a part of this theory, in which a constant reference to practice is so essentially necessary. For, although many principles are deducible from the laws of mechanics, which it is probable that no species of experiment, or series of observation, however long continued, would discover, yet there are others, no less important, which have been practically determined with sufficient exactness, the investigation of which it is scarcely possible to infer from the laws of motion; the complicated and ill defined nature of conditions, in particular instances, rendering analytical operations founded on them liable to uncertainty. Since the practice of naval architecture depends so materially on the knowledge of the causes which influence the motion of vessels at sea, much benefit may probably be derived from the extension of well-founded principles, both by attentive observation of the qualities of vessels compared with their construction, as well as by investigation of the effects arising from particular modes of construction, depending on the laws of statics and mechanics, whenever the conditions admit of inferring principles which are clear and satisfactory, and easy applicable in practice. With a view to these objects, so far as regards the theory of stability, the ensuing Disquisition has been written.

When a ship or other floating body, is deflected from its quiescent position, the force of the fluid's pressure operates to restore the floating body to the situation from which it has been inclined. This force is distinctly described in a treatise written by the most celebrated geometrician of ancient times, who uses the following argument for demonstrating the position in which a parabolic conoid will float per-

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manently in given circumstances. To shew that this solid will float with the axis inclined to the fluid's surface at a certain stated angle, depending on the specific gravity and dimensions of the solid, he demonstrates *, that if the angle should be greater than that which he has assigned, the fluid's pressure will diminish it; and that, if the angle should be less, the fluid's pressure will operate to increase it, by causing the solid to revolve round an axis which is parallel to the horizon. It is an evident consequence, that the solid cannot float quiescent with the axis inclined to the fluid's surface, at any angle except that which is stated. The force which is shewn in this proposition, to turn the solid, so as to alter the inclination of the axis to the horizon, is the same with the force of stability; the quantity or measure of which, Archimedes does not estimate; nor was it necessary to his purpose, since the alteration of inclination required to establish the quiescent position may be produced either in a greater or less time, without affecting his argument. It does not appear that this method of determining the floating positions of bodies was afterwards extended to infer similar conclusions in respect to solids of any other forms, nor to determine any thing concerning the inclination or equilibrium of ships at sea, which require the demonstration, not only that a force exists, in given circumstances, to turn the vessel round an axis, but also the magnitude or precise measure of that force. M. Bouguer, in his treatise intitled "*Traitè du Navire* †," has investigated a theorem for estimating the exact measure of the stability of floating bodies. This theorem, in one sense, is general, not being confined to bodies of any particular form; but, in respect to the angles of inclination, it is restrained to the condition that the inclinations from the upright shall be evanescent, or in a practical sense, very small angles. In consequence of this restriction, the rule in general cannot be generally applied to ascertain the stability of ships at sea; because the angles to which they are inclined, both by rolling and pitching, being of considerable magnitude, the stability will depend, not only on the conditions which enter into M. Bouguer's solution, but also on the shape given to the sides of the vessel above and beneath the water-line or section, of which M. Bouguer's theorem takes no account. But it is certain that the quantity of sail a ship is enabled safely to carry, and the use of the guns in rough weather, depend in a material degree on the form of the sides above and beneath the water-line; this observation referring to that portion of the sides only which may be immersed under, or may emerge above, the water's surface, in consequence of the vessel's inclination; for, whatever portion of the sides

* Archimedes de iis quæ in humido vehuntur.

† Livr. ii. sect. 2. chap. 8.

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is not included within these limits, will have no effect on the vessel's stability, the centres of gravity, volume of water displaced, and other elements not being altered. By the water section is meant, the plane in which the water's surface intersects the vessel, when floating upright and quiescent; and the termination of this section in the sides of the vessel is termed the water-line. A general theorem for determining the floating positions of bodies is demonstrated in a former paper, inserted in the Phil. Trans. for the year 1796, and applied to bodies of various forms; the same theorem is there shewn to be no less applicable to the stability of vessels, taking into account the shape of the sides, the inclination from the upright, as well as every other circumstance by which the stability can be influenced. To infer, from this theorem, the stability of vessels in particular cases, the form of the sides, and the angle of inclination from the perpendicular, must be given. These conditions admit of great variety, considering the shape of the sides, both above the water-line and beneath it; for we may first assume a case, which is one of the most simple and obvious; this is, when the sides of a vessel are parallel to the plane of the masts, both above and beneath the water-line; or, secondly, the sides may be parallel to the masts under the water-line, and project outward, or may be inclined inward, above the said line; or they may be parallel to the masts above the water-line, and inclined either inward or outward beneath it; some of these cases, as well as those which follow, being not improper in the construction of particular species of vessels, and the others, although not suited to practice, will contribute to illustrate the general theory. The sides of a vessel may also coincide with the sides of a wedge, inclined to each other at a given angle; which angle formed at an imaginary line, where the sides, if produced, would intersect each other, may be situated either under or above the water's surface. To these cases may be added, the circular form of the sides, and that of the Apollonian or conic parabola. The sides of vessels may also be assumed to coincide with curves of different species and dimensions, some of which approach to the forms adopted in the practice of naval architecture, particularly in the larger ships of burden. And lastly, the shape of the sides may be reducible to no regular geometrical law; in which case, the determination of the stability, in respect to a ship's rolling, requires the mensuration of the ordinates of the vertical sections which intersect the longer axis at right angles; similar mensurations are also required for determining the stability, in respect to the shorter axis, round which a vessel revolves in pitching. In order to describe distinctly these several cases, the variation of the sections, both in form and magnitude, from head to stern of the vessel, has not been considered; the sections being supposed equal and similar figures, such as they

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in reality are, near the greatest section of a ship, growing smaller, and altering their form, toward the head and stern. But, before this alteration can be taken into account, it is necessary first to ascertain the stability corresponding to a vessel or segment, in which the sections are equal and similar figures; from which determination, the stability is inferred which actually exists, when the form and magnitude of the sections alter continually, from one extremity of the vessel to the other. The consideration of the cases which have been here stated, with inferences and observations thereon, is the subject of the ensuing pages; in which, if any ideas are suggested which may be at all useful in the practice of naval architecture, or may contribute to remove imperfect or erroneous notions which have been entertained respecting a principal branch of it, the intention of the author will be accomplished.

[To be continued.]

DESCRIPTION OF PLATE VIII.

AS Torbay is a place of such resort for our Naval Force stationed to the westward during the summer months, and is but seldom visited by any except professional men, we have given this original view of it, which we believe is the only correct one that has been published. The Berry Head is seen from the eastward. Ships are represented at anchor in the Bay, with a portrait of a Torbay boat, under double reefed main sail and middle jib.—A fresh gale and squally.

ACCOUNT OF TORBAY.

Vespasian is said to have landed at this place. Torbay gave title of Baron to Arthur Herbert, Admiral of the Prince of Orange's fleet, but dying without issue the title became extinct. "Torrebay village and priorie, a mile off, founded by William Briwere *." Near this bay stands Mary church, said, but probably on no authority, to be the first church founded in this county.

Mr. Gilpin, in his late publication †, thus describes this place:—"Near Brixham you begin to skirt that celebrated inlet of the sea, called Torbay. It is a grand scene, and affords many magnificent views, if you have leisure to circle the Bay in quest of them.

"Its general form is semilunar, inclosing a circumference of about twelve miles. Its winding shores on both sides are screened with grand ramparts of rock; between which, in the central part, the ground from the country, forming a gentle vale, falls easily to the

* Lel. iii. 30. Tanner 94.

† Observations on the Western Parts of England.

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View of the Berry Head, Torbay.

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water's edge. Wood grows all round the Bay, even on its rocky sides, where it can get footing and shelter; but in the central part with great luxuriance.

"In this delicious spot stood formerly Tor-abbey, the ruins of which still remain. Wooded hills, descending on every side, skreened and adorned it both behind and on its flanks. In front the Bay, opening before it, spread its circling rocky cheeks, like a vast colonade, lessening in all the pleasing forms of perspective; and receiving all the variety of light and shade, which the sun veering round from morning till evening throws upon them. Here a society of monks dwelt in peaceful security. The enemy's fleet more than once, in former times, ravaged the coast, and burnt Dartmouth and other towns. The abbey feared no mischief: all it had to do was to open its hospitable gates, and give an asylum to the terrified fugitives of the country.

"Torbay appeared in its greatest glory on the 5th of November 1688, when King William entered it with fifty sail of the line, and four hundred transports. The ships indeed were Dutch; but a British admiral led the van, and a British flag flew at the mast head."

Near Brixham, the town from whence the king's ships are supplied with fresh provisions, is a remarkable well * called Lay Well, which ebbs and flows about five or six inches in a few minutes, and sometimes bubbles up like a boiling pot. The water, clear as crystal, cold in summer and never freezing in winter, is accounted medicinal in some kinds of fevers; it appears to have no connection whatever with the sea, and yet is brackish.

The view from Brixham when the fleet is in the Bay is very beautiful. The town itself, like all fishing towns which are not occasionally frequented for bathing, is small and dirty; but the resort of a few fashionable females, during the summer months, would soon render this as celebrated as Baia of old, and make it the most delightful watering place in England. A large number of sloops are kept here for the sole purpose of trawling, by which the best flat fish, as turbots john dorees, soals, and plaice, besides great quantities of whiting, piper, gurnet, and other fish which frequent the coast, are taken. Provisions are excellent and very reasonable. The inhabitants civil and attentive. Every object around conspires to give this place a most romantic appearance. The high cliffs of the Bay, the beautiful view of the sea, the fleet riding at anchor in all its glory, the great salubrity of the air, and above all its retired situation, must one day raise this town to the distinction it merits as a place of fashionable resort.

* See Dr. Oliver's account of it in Philos. Trans. No. 304, and Mr. Atwell's, in No. 424.

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This spacious Bay, which is formed by two capes, called Berry Head and Bob's Nose, though it affords an excellent roadstead during the summer months, yet afterwards, owing to the prevalence of easterly winds, becomes particularly dangerous*. It has often been a subject of surprise to naval men, that no attempt has yet been made by this country, to render the Bay perfectly secure at all seasons of the year. It might be effected at a very inconsiderable expence, when compared to the important advantage that would be derived, on various accounts, from such an undertaking.

AMERICAN NAVY.

HOUSE OF REPRESENTATIVES, JAN. 29.

ON the motion of Mr. Josiah Parker, went into a committee of the whole house on the naval report, Mr. Rutledge in the chair; after some discussion, the committee rose and reported the following resolutions, which were adopted:

1. Resolved, that two docks be established in the United States, and that 50,000 dollars be appropriated therefor.

2. Resolved, that 100,000 dollars be appropriated for the purchase of timber, to be used or preserved for the building ships or vessels of war for the United States.

3. Resolved, that the navy of the United States be augmented by a number, not exceeding six, of ships of war, to carry not less than 74 guns (to be built within the United States), and a number, not exceeding six, of sloops of war, carrying not less than 18 guns (to be built or purchased within the United States), and that a sum not exceeding one million of dollars be appropriated therefor.

* The following distressing calamity in February 1745 may not be so well remembered as some of later date:

Admiral Medley, with the fleet under his care, arrived on the 1st of March at Plymouth, after having been nearly lost, in attempting to leave Torbay, where he could no longer remain in safety. The fleet, upon a signal made by the admiral, endeavouring to get under sail, the wind being strong at S. E. and a great swell of sea, were at length obliged to cut; others slipped and parted their cables, until the whole was in a state of danger not to be described. The Royal George an East Indiaman, ran foul of the Cape Coast for Africa, which sunk and was quite lost, but all the crew were providentially saved; the former lost her head and cut water, and was obliged to put back to Portsmouth to refit. The Expedition from London to Lisbon drove ashore near Berry-Head, and bulged, but part of her cargo, and all the crew were saved. The Tyger, White, from London for Newfoundland, was lost on the Berry-Head, and 170 soldiers, six sailors, and six women drowned; Captain White broke his legs in attempting to save himself on the rocks. Several other ships were ran foul of by men of war, and received much damage.

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4. Resolved, that the President of the United States be authorised by law to augment the number of guns on board any ship now in service or building, above the number it may be stated at, and that 35,000 dollars be appropriated for that purpose.

5. Resolved, that the President of the United States shall be authorised to take on the navy establishment such of the revenue cutters now in service, as may be in his opinion fit for service abroad.

The first resolution was agreed to without debate. Mr. Parker stated, that one of the docks was proposed for the Eastern, and the other for the Middle States.

Mr. Parker stated, in support of the second Resolution, that it was necessary to secure a sufficient quantity of timber, and to have it in readiness for building ships of war. To effect this, he supposed it would be necessary to purchase a forest of live oak and red cedar. And having good timber secured, no nation in the world could build better ships than the United States.

It was objected by Mr. Mecon, that this was not a proper time to go into a speculation of purchasing land, when we were obliged to pay 8 per cent. for all the money which the government borrowed.

The motion was carried without a division.

In respect to the third resolution, Mr. Parker stated that according to the estimate of the secretary of the navy, six 74 gun ships would cost nearly 2,400,000 dollars; and the six smaller vessels about 300,000; but though the small vessels are immediately wanted, the 74's could not be built in less than a year; he therefore supposed, that if one million of dollars were appropriated, it would be as much as would be expended before the next session of Congress. Mr. Harper and Mr. S. Smith supported the same opinion.

It was objected by Messrs. Nicholas and Gallatin, that if it were meant that these vessels should be built within a year, as had been mentioned, the whole two millions and a half of dollars ought to be appropriated; that one million only being asked for, was a proof they would not be built within the time stated; they suspected that these vessels are not wanted to meet the present supposed emergency, but that the present moment is merely seized as favourable for carrying into effect the favourite project of a navy, as a permanent establishment, and that a commencement having been once made in the business, the ships might be completed at leisure.—They had reference to the enormous expence of the three frigates already built, which had cost more, they said, than double the price that six frigates were originally estimated at, and which, it was probable, would never have been built, if the whole expence had been at first stated.

This resolution was the only one upon which a division was called. It was carried by 52 votes.

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PROSERPINE FRIGATE.

Official Account of the Loss of that Ship, in a Letter addressed by Captain Wallis to Vice Admiral Dickson.

(COPY.)

SIR, *Newark Island, Feb* 18, 1799.

IT is with infinite concern I am to inform you of the loss of his Majesty's ship Proserpine, late under my command, in the river Elbe, on Friday morning, the 1st instant, having sailed from Yarmouth the preceding Monday at noon, in compliance with the order you were pleased to give me. Nothing material happened from that time until Wednesday morning following, when, being close in with Heligoland, I made a signal for a pilot, which I very soon got on board—it being a fine day, with the wind at N. N. E. we proceeded for the Red Buoy, where we anchored for the night—here we found that the buoys had been taken up; and a consultation, in the presence of Mr. Grenville, took place with the Heligoland pilot and the two belonging to the ship, who professed a thorough knowledge of the river, as to the practicability of getting up the river without the buoys. They all agreed there was not the smallest danger or fear of our getting to Cuxhaven, if I would only proceed on between half ebb and half flood; that in that case they would see the sands, and that they knew their marks perfectly well. In the morning we got under weigh, having a very fine day, with a small breeze at N. N. E. and proceeded up the river. The Prince of Wales packet, who kept company with us from Yarmouth, standing on a-head of us. In the afternoon about four o'clock, being within four miles of Cuxhaven, it began to snow, and came on very thick, which obliged us to anchor: at this time we saw but little ice in the river. At nine P. M. the wind shifted to E. by S. and blew the most dreadful snow storm that can be imagined, and which brought down such torrents of heavy ice on us with the ebb, that, with all hands on deck, it was with the greatest difficulty, and using every precaution to prevent the cables being cut, that we preserved our station till the morning. At eight o'clock, the flood tide having nearly carried the ice up, which left an opening a-head and seeing the river all blocked up above us, with the packet ashore, and no possibility of either landing Mr. Grenville, or proceeding higher up, there was no time to be lost in making our retreat out of the Elbe. I accordingly got under weigh, and stood out to endeavour to make a landing on some part of the coast of Jutland, which, Mr. Grenville informed me from the importance of the service we were on, was absolutely necessary, if possible to effect—but unfortunately, after the pilots had informed me that we were clear of all the sands, the ship

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struck, at half past nine, on nearly the extremity of the sand stretching out from this island; it blowing a very heavy gale of wind, she went on with great force, though we had no sail set but the fore-top-mast-stay-sail; there were but ten feet water under the fore part of her keel. I immediately hoisted out the boats with an intention of carrying out an anchor, but being high water, the ice returned on us so soon that it was found impracticable: the boats were hoisted in again, and all hands turned to, to shore the ship, and heeling her towards the bank; to prevent her falling into the stream, which would be sudden destruction to all of us. In this we succeeded, for as the tide ebbed away she took to the bank; the first run of the tide brought down such heavy ice on us, which immediately carried away our shores, tore all the copper from the starboard quarter, cut the rudder in two, the lower part of which lay on the ice under the counter, notwithstanding which I did not give up the hope of getting the ship off the next high water; her guns and stores were thrown overboard, in order to lighten her for that purpose, all of which were borne by the ice, which will give you some idea of the thickness of it. At ten o'clock on Friday night, it being high water, the heavy gale at S. E. kept out the tide to that degree, that we had three feet water less than when we got on, which put an end to all our hopes; for on the return of the ebb, and during the whole of it, it is impossible to describe to you the dreadful state we were in, expecting every moment to be torn to pieces by the ice, the extreme cold weather, the darkness of the night, and the heavy snow storm, altogether making one of the most distressing and deplorable situations that a set of unfortunate people were ever placed in. On Saturday morning the gale increased to an uncommon degree, the ice was up to the cabin windows, the stern post broke in two, and the ship otherwise much damaged. It was proposed by Mr. Grenville, the gentlemen, and officers, to try to get over the ice to this place, which was the only means left to save the lives of the ship's company, and that staying on board any longer was useless, and might be attended with the most dreadful consequences. Although the proposal seemed to me a very dangerous one, and little likelihood of its success, from the thickness of the weather, the extreme cold, our total ignorance of the way, and many other reasons, yet as it was the general wish, and the ship inevitably lost, I agreed to quitting her. At half past one o'clock, it being the last quarter's ebb, the ship's company commenced their march on the ice in sub-divisions, attended by their respective officers, in such good order as will ever reflect the highest honour on them. At three o'clock P. M. having seen every person out of the ship, I followed, accompanied by Lieutenant Ridley of marines; and at half past six o'clock P. M. after a journey of six miles in the severest weather that ever was seen, over high flakes of ice, and sometimes

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up to our middles in snow and water, we arrived at this place, where I had the satisfaction of finding Mr. Grenville, and every person in safety, except the persons named in the margin*, who were frozen to death on their passage hither; a few others had their legs and fingers frozen, but I am happy to inform you that they are in a fair way of doing well.—To all-bountiful Providence do I attribute this miraculous escape, nor can we ever sufficiently praise the Almighty for his care and deliverance of so many of us. From the time of our arrival here until Tuesday night following, the storm lasted without the least intermission. On Wednesday morning, the 6th, the scarcity of provisions, and the weather being more moderate, made it necessary to send part of the ship's company to Cuxhaven, some of the inhabitants having undertaken to go as guides. Mr. Grenville's great anxiety and zeal to get on urged the prosecution of this plan as soon as possible; therefore, at eight o'clock, the tide suiting, Lieutenant John Wright, my first lieutenant, and one half of the officers and men, with Mr. Grenville, Mr. Wynne, Mr. Fisher (Secretary of Embassy), the three messengers (Messrs. Shaw, Detry, and Mason), with servants, guides, &c. set off, and providentially arrived at Cuxhaven, after a passage as dangerous and difficult to encounter with as that they experienced on their journey from the ship to here. The remainder of my ship's company I kept, in hopes of saving the ship's stores, should there be any possibility of doing so. On Friday the 8th, Mr. Anthony, the master, volunteered with a party of men to go on board the ship, to endeavour to bring on shore some bread, which article we were much in want of, as well as to ascertain exactly her situation; they effected with great difficulty their purpose, and on their return, Mr. Anthony made the following report, viz. that the ship had seven foot and an half of water in her, laying off on her beam ends; that she appeared to be broken asunder, the quarter deck separated from the gangway six feet, and apparently only kept together by the vast quantity of ice about her. From this account it was agreed to have no more communication with her; but on Sunday morning the 10th, on enquiry, I found that the clearness of the day had induced Mr. Anthony to set off again for the ship; and that Mr. Kent, the surgeon; Mr. William Johnson Bowes, midshipman; Mr. William Taitt, boatswain; William Fox and Andrew Augrain seamen, had accompanied him: they got on board and unfortunately neglected, until too late in the tide, to return, which left them no alternative but that of remaining on board until the next day. About

* Seamen.—William Brown, Pedro Shander, Geo. Hedges, John Peter Walstrom, Richard Broughton, John Sinclair, Thomas Kelly, John Oddir (boy).
Marines.—Charles Campbell, John Serjeant, Patrick Bunn, Arthur Wearing, one woman and her child.

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ten o'clock at night the wind came on at S.S.E. and blew a most violent storm; the tide, though at the neap, rose to an uncommon height; the ice got in motion, the velocity of which swept the deck to destruction, for in the morning not a vestige of her was to be seen, and with it, I am miserably afraid, went the above unfortunate officers and men; and if so, their loss will be a great one to the service, as in their different departments they were a great acquisition to it: the only hope I have is, that that Providence, which has so bountifully assisted us in our recent dangers and difficulties, may be extended towards them, so as to preserve their lives, by means of the boat or otherwise; but I am sorry to say, that my hopes are not founded on the most distant degree of human probability. This melancholy accident happening so unexpectedly, added to my other misfortunes, has given so severe a shock to my health and spirits, as to prevent me hitherto undertaking the journey to Cuxhaven, where the surviving ship's company now are. I have the honour to be,

Sir, &c. &c. &c.

(Signed) J. WALLIS.

Cuxhaven, Feb. 23, 1799.

P. S. It is with great pleasure I inform you, that on my arrival at Cuxhaven, with the remainder of my ship's company from Newark Island, I found that Mr. Anthony, the master, with the surgeon and boatswain, had arrived here the preceding night. The account Mr. Anthony gives (the packet being in a momentary expectation of sailing) will not afford me an opportunity of saying more, than that the ice which had adhered to the ship, and surrounded her in such a heavy body, after she had floated in the manner I have before described on the 11th instant, supported her without quitting her, it freezing very hard for some days, till at length the wreck was cast on shore on the Island of Baltrum, from which providentially they all made their escape; and I shall beg leave to refer you to Lieutenant Wright, the bearer of this, who is very able to give you any further information, whom I shall follow to England as soon as I have made the necessary arrangements here, which I hope will be by next Thursday.

(Signed) J. WALLIS.

To Vice Admiral Dickson, &c. &c.

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Gazette Letters.

ADMIRALTY OFFICE, FEB. 8, 1799.

Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated the 1st instant.

SIR,

HEREWITH you will receive a copy of a letter from Captain Gore, of his Majesty's ship Triton, which I transmit to you for their Lordships' information.

I have the honour to be, &c.

BRIDPORT.

MY LORD, *Triton, at Sea, Jan. 29.*

I have the satisfaction to inform your Lordship, that after a chace of eight hours and an half, his Majesty's ship Triton captured the French brig L'Aimable Victoire, mounting 16 brass eight-pounders, two iron six-pounders, and 86 men; sailed from Cherbourg yesterday evening, and has not taken any thing.

I have reason to feel satisfied at this capture, as she sails very fast, is of large dimensions, and being her first cruize might have injured the trade of this country. She is quite new, and I think fit for his Majesty's service.

I have the honour to be, &c.

JOHN GORE.

ADMIRALTY OFFICE, FEB. 12.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the Blue, and Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Gibraltar, Jan. 7.

SIR,

HEREWITH I enclose a list of vessels captured by his Majesty's ships under the orders of Commodore Duckworth, at and near Minorca.

I am, &c.

ST. VINCENT.

List of Vessels captured by the squadron under the orders of Commodore Duckworth.

Spanish ship Francisco Vavier, alias Esperansa, laden with drugs and bale goods, bound to Cadiz, taken possession of by the Cormorant in the harbour, Nov. 10.

French privateer Le Tartar, on a cruise, taken possession of by the Cormorant at sea, Oct. 27.

Spanish ship Misericordia, of Minorca, laden with paper, bound for a market, taken possession of by the Coromandel, Nov. 15.

Spanish ship Virgin Dolorosa, of Minorca, laden with merchandize, bound to Minorca, taken possession of by the Ulysses, Nov. 18.

Spanish ship Virgin del Rosario, of Minorca, laden with merchandize, bound to Minorca, taken possession of by ditto, same day.

Spanish ship San Antonia, laden with beans, bound to Barcelona, taken possession of by the Centaur at sea, Nov. 19.

French ship Marie Rose, laden with wine and merchandize, bound to La Cala, taken possession of by the Leviathan in the harbour, Nov. 22.

Spanish ship Virgin Solidad, laden with rags, bound to Barcelona, taken possession of by the Argo at sea, same day.

Spanish ship San Antonio di Cadua, laden with rags, bound to Barcelona, taken possession of by the Dolphin's boats in the harbour, Dec. 8.

Spanish ship St. Vincent Fiza, laden with merchandize, bound to Yirca, taken possession of by the Leviathan at sea, Dec. 8: part of her cargo lying in store, belonging to the Genoese and Spaniards, value about 2000l.

(Signed) J. DUCKWORTH.

Copy of a Letter from Captain Horton, of his Majesty's Sloop Fairy, to Evan Nepean, Esq. dated at Sea, Jan. 11.

SIR,

I have the satisfaction to advise you, for the Lords Commissioners of the Admiralty, that at half past six A. M. I gave chace to a brig in the S. W. and at

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half past eleven came up with and captured her. She proves to be the Nostra Senora del Pont St Buonavente, mounting six carriage guns, two carronades, and carrying 55 men, 15 of whom, it appears, are on board two prizes she had taken from Newfoundland, which from the information I have obtained, I am in hopes of retaking.

I have further to advise you, for their Lordships' information, that I this day retook the John M'Donald from Newfoundland to Lisbon, with fish, having been captured on the 16th inst. by Il Volario privateer out of Vigo. I have sent the John M'Donald for Lisbon; but for the present I detain the Buonaventa, as it blows too fresh at present to make the necessary arrangements.

I am, &c.
J. S. HORTON.

SATURDAY, FEB. 16.

At the Court at St. James's, the 13th of February, 1799—Present the King's Most Excellent Majesty in Council.

WHEREAS the Island of Minorca has been surrendered to his Majesty's arms, and the territory and forts of the same are delivered up to his Majesty, and the said island is now in his Majesty's possession: His Majesty is thereupon pleased to order and declare, and it is hereby ordered and declared, that all his loving subjects may lawfully trade to and from the said island of Minorca, subject nevertheless to the duties, rules, regulations, conditions, restrictions, penalties, and forfeitures, required by law. And the Right Hon. the Lords Commissioners of his Majesty's Treasury, and the Lords Commissioners of the Admiralty, are to give the necessary directions herein as to them may respectively appertain.

W. FAWKENER.

ADMIRALTY OFFICE, FEB. 16.

Copy of a Letter from the Earl of St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Gibraltar, Dec. 13. 1798.

SIR,

Enclosed you have Captain Downman's report of the capture of the San Leon Spanish corvette.

I am, Sir, &c. &c.
ST. VINCENT.

MY LORD, *Santa Dorothea, off Alboran, Dec. 1. 1798.*

I have the honour to acquaint you with the capture of a Spanish man of war brig, on the evening of the 28th ultimo, mounting 16 six-pounders and 88 men, in company with the Strumbola, Perseus, and Bull Dog.

I have the honour to be, &c. &c. &c.
H. DOWNMAN.

Earl of St. Vincent, &c.

Extract of another Letter from the Earl of St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean Esq. dated at Gibraltar, Dec. 23, 1798.

SIR,

I enclose a list of prizes taken by his Majesty's ships Flora and Caroline.

I am, &c.
ST. VINCENT.

List of Vessels captured by his Majesty's Ships Flora and Caroline between the 5th of November and 4th December, 1798.

Spanish ship El Bolante, four guns and nineteen men, laden with dry goods, bound from Corunna to Montevedo, taken Nov. 21, 1798, twenty-seven leagues west of Madeira.——French ship La Garonne, ten guns and forty-seven men, laden with wine and dry goods, bound from Bourdeaux to Guadaloupe, taken November 23, 1798, fifteen leagues W. N. W. of Madeira.

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MONTHLY REGISTER
OF
Naval Events.

MARCH 1.

BY accounts received from Philadelphia, we find that the stopping and searching for British sailors off the Havannah, by Commodore Loring, has caused much sensation in America, and an order has been issued in consequence to all the commanders of American armed vessels to the following effect:

AMERICA.

CIRCULAR LETTER.

To Commanders of Armed Vessels in the Service of the United States, given at the Navy Department, December 29, 1798.

SIR,

"It is the positive command of the President, that on no pretence whatever, you permit the public vessel of war under your command to be detained or searched; nor any of the officers or men belonging to her are to be taken from her by the ships and vessels of any foreign nation, so long as you are in a capacity to repel such outrage on the honour of the American flag. If force should be exerted to compel your submission, you are to resist that force to the utmost of your power, and when overpowered by superior force, you are to strike your flag, and thus yield your vessel as well as your men, but never your men without your vessel.

"You will remember, however, that your demeanor be respectful and friendly to the vessels and people of all nations in amity with the United States; and that you avoid as carefully the commission of, as the submission to insult or injury.

"I have the honour to be your obedient Servant,

"BENJAMIN STODDERT."

The Aurora, of the 1st ult. contains the following paragraph:

"The Queen of 98, the Carnatic of 74, Thunderer of 74, Maidstone of 38, and Greyhound of 42 guns, British ships, are now cruising on the American coast in quest of French pirates."

The President of the United States, after communicating to the Congress, on the 7th of January, an account of the naval transactions off the Havannah, thus closes his message:—"It is but justice to say, that this is the first instance of misbehaviour of any of the British officers towards our vessels of war that has come to my knowledge. According to all the representations I have seen, the flag of the United States, and the officers and men, have been treated by the civil and military authority of the British nation in Nova Scotia, the West-India Islands, and on the ocean, with uniform civility, politeness, and friendship. I have no doubt that this first instance of misconduct will be readily corrected.

Arnaut, the member of the Council of Ancients, in the sitting of the 4th instant, made the following statement: "France," he says, "has taken from the enemy (from neutral and allied powers) since the 1st of February 1793, to September 16th, 1798, *two thousand six hundred and thirty-eight prizes*, whilst in the war at the end of the last century our sailors took from the English alone *four thousand* prizes. Yet the tonnage of England is *five* times greater than it was at the end of the last century; and her foreign commerce, which was *then* but two hundred millions, has lately been stated by Mr. Pitt at *two thousand* millions."

Enormous bounties for seamen, for the Dutch service, have lately been offered at Bremen, Lubeck, Hamburgh, and other places; but measures have been taken to put a stop to those proceedings.

ALGIERS, *Jan.* 18. Six corsairs sailed from hence on a cruise off the coast of France, to capture whatever French vessels they may fall in with, and to

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make the crews slaves. They have also been ordered to treat all vessels in the same manner, of whatever nation they may be, should they be on their way to France.

Extract of a Letter from Gibraltar, Feb 12.

A few days ago, as a large convoy was leaving this place for Minorca, with stores, &c. the wind shifted, and the whole drifted a little to leeward; in consequence the enemy's gun-boats, in considerable numbers, immediately came out; some of ours also put to sea to assist the merchantmen, but unfortunately being very few, they were immediately surrounded by the haughty Dons, and a smart action ensued on all sides, which at last terminated with one of our gun-boats being captured, and four sail of the convoy, said to be richly laden. A gun-boat belonging to the garrison was sunk at the same time.

Early this month Lord St. Vincent's fleet passed us in a very heavy gale of wind. This is the third time of the same fleet having been driven from off the port of Cadiz to the other side of the rock, within the last two months.

YARMOUTH, *March* 2. A letter from on board L'Espeigle, of 18 guns, details numerous instances of providential escapes during the desperate gales between the 1st and 22d ult; the storm of snow obliged the vessel to lay to for several days and nights, unable even to guess whether they were near any shore, or to what shore they were drifting. They at the dawn of day on the 12th found themselves running stem on the land, which was close to windward and leeward of them. In this desperate state, snowing violently, and with the ropes twice the usual thickness from the ice, national characteristic spirit and ability shone conspicuous; and by the able management of Captain Boorder and his people, the brig, in the emphatic words of the writer, "spun round instantly, and, as God is my judge, when we got her round, the end of her main boom was not half its own length from the rocks." Three other instances are related, in which, by the sudden shifting of the wind, the vessel and all on board were saved at the instant when they looked for inevitable destruction.

When his Majesty's ship Ambuscade was lately taken, the pilot of her was a Frenchman: his situation was truly pitiable; he knew if he was discovered the consequences would be fatal, and to avoid being discovered he thought impossible: however, to the honour of the English seamen, they dressed him in marine clothing, gave him an English name, and whenever they were mustered a seaman or marine stood near and answered for him, and in the crowd he passed unnoticed; and he arrived in the cartel with the people of the Ambuscade.

The pier at Minehead has been much injured by the late tempestuous weather; several large breaches have been made, and the sea rolls in at many places through it. The harbour is a very commodious and safe one; its consequence to the trade of Bristol and Ireland, as well as to every vessel that comes into the Bristol Channel in bad weather, is incalculable, being the only one of easy access and safety to ships in distress, from the Land's End to King road and Bristol. The town and manor belong to the Luttrell family of Dunster castle—the quay is also an appendage to that right. All vessels coming into the harbour, as well as those which discharge any kind of goods or merchandize, pay a port duty to the lord or lady of the manor.

Extract of a Letter from on board the Cambrian Frigate, Feb. 16.

On Wednesday last, the 20th, we encountered a most tremendous gale in the Channel, with thunder and lightning. A fire ball fell upon the forecastle, which unfortunately killed two men and wounded seventeen. Two are struck blind, and one of them is raving mad. The scene was so awful that we all expected immediate destruction.

As a reward for his gallant conduct in saving the crew of the Bee, the Humane Society have presented Charles Sturt, Esq. with a medal, on which is inscribed—*Carolo Sturt, Armigero, S. H. ob vitas ex fluctibus ereptas*, 1799.

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WAR BETWEEN FRANCE AND AMERICA.

BASSETERRE, *Feb.* 12.

THE American frigate Constellation, Captain Truxton, arrived here this noon, and brought in a French frigate, called L'Insurgente, Captain Barrè, of 44 guns, which she captured on Saturday last off the South side of and in sight of this Island. The action commenced with a running fire South East of Nevis, and terminated off this Island, after three quarters of an hour's close engagement The French ship had 29 men killed and 30 wounded; the Constellation had one killed and two wounded. L'Insurgente is lately from France, out two days from Guadaloupe, and had on board 410 men. She lost her main top-mast in the chace.

This victory, at the very commencement of their Marine power, will operate more effectually for the augmentation of the American navy than all the arguments of the most profound Statesmen. The National Pride is now stimulated to actions of renown; and we have no doubt but the progress of the American efforts will be distinguished by similar acts of glory.

KINGSTON, *Jan.* 12. Sunday, his Majesty's brig Pelican, Captain Philpot, arrived from a cruise.

The French schooner Le Norman, prize to his Majesty's ship Experiment, arrived on Sunday.

Sunday, about two o'clock, P. M. two very severe shocks of an earthquake were felt in this town.

Remarks on board the ship Thomas, Joseph Whittle, Master, lying off Captain Lowrey's Hulks.

Jan. 6.—" About seven minutes before two P. M. a most violent shock was sensibly felt by every one on board. The ship lifted considerably, the hulks alongside were likewise lifted in a quick and rocking motion, for the space of about 20 seconds. The ship's masts and rigging were violently agitated, when the Captain and second officer came on deck; the latter was dressing at the time, and was nearly thrown out of his chair.

LORD NELSON.

The presents the Grand Seignior sent Lord Nelson were brought to Naples by an Effendi or Secretary, in the Alcmene frigate, which sailed last from Alexandria. His Lordship says, that the Effendi and his suite (thirteen in number) performed their part with great gravity and dignity. They put on their noble robes in his anti-chamber, and presented the Aigrette on cushions, after the Oriental custom. The robe is of scarlet cloth, lined with the finest sable imaginable, and of inestimable value. The Aigrette is a kind of feather; it represents a hand with thirteen fingers, which are of diamonds, and allusive to the thirteen ships taken and destroyed at Alexandria, the size that of a child's hand about six years old when opened; the center diamond and the four round it may be worth about 1000l. each, and there are about 300 others well set. With these two presents were several others of less value, and a letter full of assurances of friendship from the Grand Seignior. The Alcmene's Officers say, that Buonaparte is at Grand Cairo, with 22,000 men; that he had sent a flag of truce to Captain Hood, offering him fresh water, &c. if he wanted it.

CONSTANTINOPLE, *Jan.* 20. A ship of 80 guns and two corvettes, built by the engineer Le Brun, were launched on the 15th ult in spite of the cold. As soon as the ship was afloat, Commodore Sir Sydney Smith, who was present with a number of his officers, was admitted to a private audience of the Grand Seignior. The result of this audience was an application which does honour to Sir Sydney Smith. It may be remembered that forty-six French prisoners, who had left Alexandria for Corfu, having anchored at Syphante, were carried off by the inhabitants of that island, who took them to Constantinople, whence they were sent to prison. From this rigorous imprisonment they appealed to the British Minister as prisoners of Rear Admiral Nelson, at Aboukir, but as

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they could not support their assertions with any proof, Mr. Spencer Smith could only assure them that the Porte would set them at liberty as soon as they should have established the truth of their assertion. The Commodore has, however, employed the greatest earnestness in soliciting the discharge of these men from the Porte, and he has obtained it. A detachment of soldiers were accordingly ordered from the Tyger to the ancient palace of France, where the English maintain them until they shall be sent home on their parole or to this country.

The decided superiority of the British navy is perhaps not more to be attributed to the bravery of her sailors, than to the attention which has been paid by the first scientific characters of the country to every circumstance tending to its improvement. It is a pleasing reflection, that, while the general progress of useful invention is arrested by the alarms of war, or retrograded by a spirit of ill-directed innovation, we see those improvements, by means of which vessels are enabled to traverse the pathless ocean with a degree of speed and certainty, of which even our immediate ancestors could form no idea, holding a steady and undeviating progress towards perfection. The names and inventions of a Harrison, an Arnold, and a Mudge, will descend to posterity coupled with those of a Cook, a Vancouver, and others, whose discoveries have extended the boundaries of human knowledge; and while we see a Maskelyne and a Hortley sitting in judgment on their merits, we are led to form sanguine expectations of what may be expected from the instruments constructed by their coadjutor, Mr. Haley; specimens of which, for the purpose of instituting comparative trials, are under the care of some of the most judicious commanders of the fleet which has just sailed for India.

The late high winds and the breaking up of the frost have done infinite mischief on the coasts of France, and in the Interior. The Directory has recommended a tax on navigation to supply the damages.

The French have almost abandoned their fisheries on the banks of Newfoundland. Ten years ago the Newfoundland fishery of France was four times as great as that of England.

The captain of one of the Dutch ships engaged in the action of the 11th of October, who had been under an arrest since that time, was lately tried by the Naval Council of War of the Batavian Republic, and sentenced to have his sword broke over his head by the hands of the common hangman. The execution was to take place on board of the Utrecht ship of the line, and several Poles were to be hanged in presence of the captain, for having entered into a conspiracy to deliver up the ship to the English. He is to be imprisoned for ten years after the date of his degradation, and then to be for ever banished from the territory of Holland.

His Majesty's ship Meleager, which sailed from Portsmouth on the 20th of November, with a convoy, for the Leeward Islands, experienced much desperate weather, in which the fleet had separated. Forty sail parted from her in the Bay, another was sunk, and one taken. Seventy-eight sail had arrived in safety, which it was strongly hoped would in a little time be the case of the rest.

The Abbé Spallanzani has discovered a spring of fresh water in the Mediterranean. This spring rises through the salt water, at the distance of 65 feet from the shore, and about a mile from Spezzia. It raises itself some inches above the surface of the sea, and forms a circular accumulation of about twenty feet in diameter.

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PLYMOUTH REPORT,

FROM FEBRUARY 25 TO MARCH 20.

Feb. 25. WIND N. W. Mild. Sailed for Spithead, the Anson, 44 guns, Captain P. C. Durham, and Phœnix 44 guns, Captain Halsted. Went into the Sound and sailed the Glenmore, 44 guns, Captain Duff, for Ireland.

26. Wind S. W. Cloudy. Put back La Volage, 24 guns, Captain Wodehouse. She sailed for the West Indies with stores, but was found too deeply laden.

27. Wind S. W. Great Fog. Sailed for Torbay the Formidable, 98 guns, Captain Thornborough; Canada, 74 guns, Honourable De Courcy; and Dragon, 74 guns, Captain G. Campbell; Superb, 74 guns. Captain Campbell; and Lancaster, 64 guns, Captain Wells — The following circumstance does great credit to Captain Keen, and the Officers and crew of the Chapman, 24 guns. On February 1, 1799, she sailed from Milford with twenty-five sail for Plymouth, Wind E. by S. At 1, A. M. it came on to blow hard at E. S. E. split part of her sails. At half past twelve at noon of the 2d of February, saw the Helen and Mary, Thomas, one of the convoy carry away her bowsprit, foremast, and main-top-mast, she hoisted a reversed ensign as a signal of distress, which the Chapman answered, and made the necessary signals for the regulation of the convoy, and endeavoured to get on board an hawser, but could not as it blew an hurricane, and the Wind W. by N. The Chapman lay too by her until the next day, where the land of Podstow bore S. by E. four leagues; when she got an hawser on board the Hellen and Mary, and towed her; but coming on to blow with snow showers, parted the hawser; the Lons ships bearing S. by E. five miles. The Chapman lay too under the land and got the hawser on board again, and safely towed her into Falmouth. Had it not been for the attention of the Chapman she must have foundered, as from her situation she could neither wear or stay, and from the very heavy sea it was impossible to make her steer.

28. Wind S. W. Great Fog. Arrived from Rochelle, La Nancy French Cartel, with the surviving officers and crew of the Ambuscade frigate, Captain Jenkins, captured after a severe action of four hours the 18th of December, 1798, by La Bayonnaise French Corvette of 32 French nines and sixes, and 300 men. Captain Jenkins was wounded early in the action by a musquet ball through the groin, which carried away the top of the thigh bone. The Master was wounded severely, but kept firing his musket, leaning over the quarter deck, when another ball killed him outright. Lieutenant Sinclair, of the Marines, endeavouring to support him, received a ball in his shoulder, it being the second wound in the action, and was forced to go below; the first Lieutenant Mien was killed. Lieutenant Briggs was on the main deck keeping the men to quarters, where a gun burst, which threw them into confusion. At this period the Bayonnaise, being to windward, ran her bowsprit through the mizen shrouds of the Ambuscade, and grappled her; then a French Colonel and about 50 soldiers boarded from the bowsprit; the quarter deck being cleared, they took possession of the ship, driving all below. The Colonel and eleven French soldiers fell by the fire from the waste of the Ambuscade. The Bayonnaise masts and bowsprit went by the board. Arrived the Betsey English Cartel from Morlaix, Singleton, Master, with a young Gentleman, exchanged. The Betsey sailed from hence last Monday with French prisoners. Came in from Falmouth the Lady Bruce, and Two Friends, with fruit from St. Michaels.

March 1. Wind variable, Calm, with Fog. Arrived the Fowey Cutter, Lieutenant Denby, from the Downs, having sprung his mast in a gale of wind. A seaman of the Mars, who was apparently recovered from his wounds in the head, in boarding L'Hercule, 74 guns, with the gallant Lieutenant Bowker of that ship, died in the Royal Hospital here almost suddenly. The surgeons

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opened his head, and found a small splinter of the scull had perforated the brain, which occasioned his death. Sailed the Glenmore 36 guns, Captain Duff, for Ireland.

2. Wind N. N. W. Fair. Arrived La Zelie French Corvette, of 18 guns, and 94 men, captured by the Melpomene, 44 guns, Sir C. Hamilton, Bart. in sight of the Melampus, 36 guns, Captain Maine. She is a fine vessel from L'Orient, and had taken the Betsey, Mosson, for Liverpool, with sugar, ivory, &c. The Melpomene was left in chase of her. Sailed the Lowestoffe, 32 guns, Captain Plampin; the Danai, 24 guns, Lieutenant Proby; Sylph, 16 guns, Captain White; and Atalante, 16 guns, Captain Griffiths, on a cruise. Also the Plymouth lugger, Lieutenant Elliot, with a fleet for the Downs: and the George cutter, with a fleet for Guernsey.

3. Wind S. S. E. Blows Hard. Arrived and went between the Island and Main, La Nymph, 36 guns, Captain P. Frazer. She has unfurled her sails previous to being caulked, and means to strip to set up her rigging. Also the Shannon, 32 guns, Captain Frazer, having carried away her mizen mast in chase of a French Corvette off Brest. It was somewhat unfortunate that Captain Frazer, appointed from the Thesbe to the Shannon, took his passage in the Glenmore, to join her off Ireland. Arrived the Viper Cutter, Lieutenant Pengelly.

4. Wind N. E. Fair. Came in the Druid troop ship, Captain Apthorp, and Force Gun Brig, Lieutenant Tokely, with a valuable convoy for this Port and Dock. Passed by from Torbay the Channel Squadron, consisting of eight sail of the line and some frigates for their station off Brest under the command of Admiral Lord H. Seymour. Came in from Torbay the Atlas, 98 guns, Captain Jones; and Lancaster, 64 guns, Captain Wells. They came to in Cawsand Bay. Accounts from off Brest state that in the Outer Road on the 25th February there were only three sail of the line and five frigates ready for sea. In the Inner Road there were twelve sail of the line apparently ready for sea, but by no means in a state of forwardness for want of stores, provisions, and seamen. The Havick, 18 guns, Captain Bartholemew, and Suffisantes, 16 guns, Captain Whitman, have received orders to cruise off the Isle of Bas.

5. Wind N. E. Cloudy, with Fog. Went into the Sound from Cawsand Bay the Magnanime, 44 guns, Captain Taylor. Accounts have been received from the Melpomene, 44 guns, Sir C. Hamilton, which say, that he had ran on shore the Zelies prize the Betsy, of Liverpool, and she was totally destroyed. The Melpomene with another frigate was left blocking up a provision fleet (bound coastwise for the fleet at Brest, to be from L'Orient) in a Bay between those two Ports. Arrived the Inconstant (armed en flute) Captain Ponsonby, with a Convoy from the Eastward. Passed by the Spy, 18 guns, Captain Grosvenor, with a convoy for Falmouth.

6. Wind N. E. Cloudy. Arrived La Brutagne, a French Schooner, laden with salt, prize to the Tartar Privateer, of Guernsey. Accounts by way of Nantz state that a fine French frigate, just ready for sea, was cut adrift, by the ice, in the late hard weather, which broke her adrift, when she went ashore and was wrecked, her name is La Creole, 48 guns, and 300 men; she had 30 twenty-four pounders on her main deck, and was a very complete vessel. Arrived the Hiram West-Indiaman, recaptured by a Guernsey Privateer: she also captured four sail of provision ships, part of a convoy bound to Brest. Sailed the Chapman, 24 guns, Captain Keen, with a convoy for Milford. Passed by with the convoy for the West Indies the Unite, 38 guns, Captain Beresford, and Galatie, 16 guns, Captain King, with the Wind at E. N. E. which shifted in the course of the day to S. E. and S. but varied round to S. S. E.

7. Wind E. N. E. Cold, with Fog. Orders came down this day to the Port Admiral Sir R. King, Bart. for all frigates in future to harbour in the Sound instead of Cawsand Bay, which is to be appropriated for ships of the line. This order it is said is in consequence of the Naiad frigate in the late gales of wind driving and running foul of the Mars, 74 guns, in Caws and

Bay. Sailed for Cork La Volage, 24 guns, Captain Wodehouse, with stores. She takes from thence a convoy for the West Indies.

8. Wind S. S. E. Cloudy. Sailed for the Coast of France the Spitfire, 20 guns, Captain Seymour. Arrived from a cruise the Phœbe, 36 guns, Captain Barlow. The men wounded by lightning in the Fishguard, 48 guns, Captain Martin, were taken into the Royal Navy Hospital here last evening. One seaman was struck dumb, deaf, and blind, and it is feared will lose his senses. Sailed the Betsey, Singleton, (Cartel) with French Officers for Morlaix; when last there he could not get a spar for a mast for his trawl boat, so distressed were the French for timber at that Port. He was obliged to fish his own damaged mast to return to this Port. Two seamen of the Ramillies, 74 guns, were tried for mutiny, and received sentence of death, but the Court recommended one to his Majesty's mercy.

9. Wind N. N. E. Cold but Fair. Arrived the Henrietta, Gambrill, from Dover; she brought passengers late belonging to the Duke of York Packet, Captain Lightfoot, Mr. Tynch, Master, and Mr. James, Mate. She was taken the 21st of July 1798, by a French Privateer, and carried into Passage, Spain, when the Officers and crew were marched to Bayonne, and from thence to Mazaries prison in the Netherlands. On the 14th of February last they proceeded to Granville, and embarked for Dover on parole of honour. Sailed for the Isle of Bas the Havick, 18 guns, Captain Bartholomew; and the Telegraph, 18 guns, Lieutenant Worth. Arrived from the Downs the Black Joke Lugger.

10. Wind E. Blows Hard, Fair.

11. Wind N. N. E. Sleet. Arrived the Polly Tender, Lieutenant Ward, with Volunteers from Greenock, for the Navy. She experienced the fury of the gale at N. W. when the Weazle sloop of war foundered off Hartland Point, but weathered it and got safe into the Bristol Channel.

12. Wind N. N. W. Cold with Clouds. Went into the Sound the Amelia, 44 guns, Honourable Captain Henbank. Remain this day in Cawsand Bay, the Atlas, 98 guns; Russell, 74; Dragon, 74; Mars, 74: and Lancaster, 64. In the Sound, the Indefatigable, 44 guns; Amelia, 44; Phœbe, 36; Shannon, 32; Magnanime, 44; Proselyte, 32. In Barnpool, La Nymphe, 32 guns, now setting up her rigging.

13. Wind N. N. W. Cold. Sailed for the Mediterranean, with dispatches, the Cyguet hired cutter. Arrived the Plymouth Lugger, Lieutenant Elliot, and the Hornet Sloop of War, Captain Nash, from the Downs, with a convoy of coasters. This forenoon the traders warped out of the pool into Catwater, previous to their proceeding to the Downs.

14. Wind N. N. W. Cold, with Snow. Sailed the Clyde, 38 guns, Captain Cunningham, on a cruise. Spider Cutter, Lieutenant Harrison, to the westward. Lord Duncan Lugger, and Joseph Cutter, to the eastward. Arrived the Spiteful Gun Brig. of 12 guns, with a convoy. Orders came down for the execution of George Gear, found guilty of mutiny on board the Ramillies, 74 guns, Captain Grindal.

15. Wind N. N. W. Cold and Fair. Letters from Praule Point state that a black French Cutter Privateer, of 14 guns, was seen hovering off the Start; she took a ship and a schooner going up Channel, and then made sail for France. The signal of an enemy being made at the Telegraph, and conveyed to Dartmouth, the Nimble Cutter and Lord Hawke Privateer slipped and made sail after her, and it is hoped will give a good account of them ere they reach their own Ports. Previous to the sailing of that lucky ship the Spitfire, 20 guns, Captain Seymour, J. Hawker, Esq. Agent, paid the foremast men near 40l. each. One of the crew spent the whole in two days, and got in debt to his landlady fifteen guineas.

16. Wind N. N. W. Snow with Sleet. Orders came down this day for the Russell, 74 guns, Captain C. Sawyer; Phœbe 36, Captain Barlow; Proselyte 32, Captain Foulkes, to sail on Tuesday next to reinforce Admiral Kingsmill's squadron off the Coast of Ireland.

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17. Wind E. S. E. Cloudy with sleet. Arrived in damage from Bourdeaux, the Anderous, Jacobson.—Letters from the Lord Lieutenant to the clergymen of this and the neighbouring parishes have been received, requesting their fixing on two persons good horsemen, bold and active riders, used to sharp shooting and the different roads, to act as a corps of guides in case of actual invasion.

18. Wind variable. Arrived from Portsmouth, Magnificent, 74 guns, Captain Bowater, in Cawsand Bay. Also from a cruise, the Unicorn 32, Captain Wilkinson. Arrived from off the Isle of Bas, and lay to off the Sound, the Spitfire 20 guns, Captain Seymour; by her is learnt that in a gale of wind at N. the Danae 24 guns, Lieut. Lord Proby, got embayed in a bay of shoals and rocks near the Isle of Bas, had parted two cables, but was brought up by letting go a third anchor. All her boats were stove in, and Lord Proby was so unfortunate as to slip his foot and fall down the main hatchway, by which accident he dislocated his shoulder, and broke two of his ribs.—His Lordship was as well as could be expected.—At 5 P. M. the Spitfire made sail to the westward.

19. Wind S. W. With Rain. Orders came down for all cruisers to prevent any Irish emigrants from landing in this country without regular passports signed by the lord lieutenant, or some resident magistrate. Arrived L'Heureuse Hazard French privateer of 18 guns, formerly the Stork of Liverpool) prize to the Naiad 36, Captain Pierrepoint, who came in also.—In turning up Catwater, she got embayed near the Leek Beds (where the Pallas frigate was lost about 12 months since), and rode very hard for several hours; but Mr. T. Lockyer (Broker) got assistance from the Dock Yard, and about 5 P. M. she was safe in Catwater.

20. Wind S. E. Blows fresh. Went into the Sound from Hamoaze the Cæsar, 84 guns, Captain Sir J. Saumarez.—Sailed for the coast of Ireland, the Russel 74, Captain C. Sawyer; the Phœbe 36, Captain Barlow; and the Proselyte 32, Captain Foulkes.—Arrived from Torbay two American captains, who were prisoners on board a fine French privateer of 16 guns, and 67 men, Hirondelle from Nantz, her first cruise, captured in the Channel five leagues N. of Isle Bas, after a severe well fought battle of four hours and five minutes, by the Telegraph hired brig of 16 guns and 50 men, Lieutenant Worth. The privateer lost three men killed and eight wounded, and the Telegraph had three men wounded. One of the Americans is recaptured by the Seagull sloop of war. Arrived and foundered at her anchors near the bridge, St. Nicholas' Island, La Victoire, laden with wines, brandies, and cordage, prize to the Triton, 32 guns, Captain Gore.

PORTSMOUTH REPORT,
FROM MARCH 3 TO MARCH 19.

March 3. THIS morning sailed the very valuable Mediterranean fleet, under the convoy of the Thames and Hyæna frigates, with the Gorgon and Serapis armed 44 gun storeships; General Cuyler and his suite went in the former frigate, and General Tarleton in the latter. This evening L'Unite frigate made the signal to sail with the convoy for the West Indies. This valuable fleet, besides L'Unite, has the Gaiete corvette for its protection.

17. Sailed the following ships to join the Channel fleet of Observation: the Impetueux, of 74 guns, Captain Sir Edward Pellew; and Magnificent, of 74 guns, Captain Bowater.

19. The Lancaster, of 64 guns, this day arrived from the Channel fleet. The Charon, of 44 guns, is going to Gibraltar, with the ordnance transport New Adventure under convoy. The Hazard sloop of war is arrived from Ireland.

FLAGS FLYING AT SPITHEAD.

Sir Peter Parker's, Admiral of the White, in the Royal William; Admiral Pole's, Rear Admiral of the Red, in the Royal George; Sir Charles Cotton's, Rear Admiral of the Red, in the Prince.

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Ships at Spithead on the 19th. Royal William, Queen Charlotte, 100 guns; Royal George, 100; Neptune, 98; Prince, 90; St. George, 90; Glory, 90; Pompée, 74; Ajax, 74; Achilles, 74; Renown, 74; Triumph, 74; Saturn, 74; Alkmaar, Dutch, 64; Agincourt, 64; Repulse, 50; Penelope, 38; Diamond, 38; Endymion, 38; Arethusa, 38; Anson, 38; Inconstant, 32; Boston, 32; Success, 32.—*Fitted as Store Ships:* The Diadem, 64; Tromp, 50; Experiment, 44; Expedition, 44.—*Sloops of War:* Spitfire and Termagant. Liberty, brig. Vulture, slop ship.—*Gun Vessels:* Alecto, Explosion, and Attack.

Ships in harbour, and ready to go out on the 19th: Phaeton, 38 guns; Topaze, 38; Stag, 36.—*Fitting:* Quebec, 32 guns; Dryad, 36; Bonetta, sloop of war; Woolverine and Defender, gun vessels; Redbridge and Netley, schooners.

Waiting to be docked: Tamer, 38 guns; Brilliant, 32: Adventure, 44.—*In dock:* Royal Sovereign, 100 guns; Beaulieu, 38; Mercury, 28; Porpoise store ship, and a gun boat.

Hull, *Feb.* 15. Early in November the Nautilus sailed from Elsineur, in company with L'Unite frigate and a large convoy: the fleet was obliged to put into Mendal, in Norway, where the Hound brig was then lying. Captain Shield, of L'Unite, the commanding officer, ordered the Hound to England, and directed Captain Gunter to remain on that coast, for the purpose of collecting any vessels that might be separated from the homeward bound Baltic fleets. After considerable trouble for near three months, the Nautilus assembled twenty-two sail at Christiansand, with which number she had nearly reached the Humber at the time she was wrecked. This unfortunate event happened on Saturday the 2d inst. off Speeton Cliff, on the south side of Filey Bay. The ship touched ground about six o'clock in the morning. The violence of the storm was so great, and the difficulty of seeing the land such, from the incessant drifts of snow, that she was in the midst of the breakers, on a lee shore, before her real situation could be discovered. Two attempts were made to clear the land on each tack, by standing to the northward and southward, but without success. In a few minutes after this, finding she touched, and every possibility of getting off being lost, the best means were taken to lay her in a good situation for preserving the lives of every body on board; this was happily effected in the course of two hours, to the astonishment of the people on the coast who were competent judges of the difficulty of accomplishing it under the circumstances in which the Nautilus was placed.

APPOINTMENTS.

The following appointments to stations have been made by the Admiralty Board.

Sir W. Parker, Newfoundland, vice Waldegrave, to retire.
Sir R. Curtis, Cape, vice Christian, dead.
Sir C. Cotton, Halifax, vice Vandeput, retires.
Sir T. Pasley, Plymouth, vice Sir R. King, ditto.
Admiral Lutwidge, Downs, vice Peyton, ditto.
Admiral Berkeley, Channel, vice Thompson, to Cork.
Admiral Duckworth, Mediterranean, to hoist his flag.

Rear-Admiral the Hon. George Berkeley is to have the command of the squadron stationed off the Isles of St. Marcou.

Captain Blackwood is appointed to the command of his Majesty's ship Penelope, of 38 guns, and the Hon. Captain Paget succeeds Captain Blackwood in the command of the Brilliant, of 32.

Sir Thomas Boulden Thompson is appointed to the Bellona of 74 guns, refitting at Plymouth.

The public character which Sir Sydney Smith bears at Constantinople is said to be that of marine minister from the King of England to the Ottoman Porte. Sir Sydney will act against Egypt with a squadron of nine ships of the line. The Turks place great confidence in him.

Captain Sterling, of the Jason frigate, is appointed to the command of La Pompée of 80 guns, vice Captain Vashon appointed to the Neptune, in the room of Rear-Admiral Sir E. Gower.

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Errata in our last list of Promotions, Appointments, &c.

Captain Lockart was stated by mistake to be lieutenant-governor of Greenwich Hospital. Captain *Locker* has that appointment, and was passed over in consequence in the April promotion, 1794.

Captains Manley and Wells were both stated as being appointed to the Neptune; the former should only have been inserted.

MARRIAGES.

At Gloucester, by the Rev. Richard Raikes, Sir Thomas Boulden Thompson, Knt. captain in the royal navy, and late commander of the Leander, to Miss Raikes, eldest daughter of Robert Raikes, Esq. of that city.

By special licence, at the Countess Dowager of Elgin's house, in Downing-street, Captain Durham, of the Navy, to Lady Charlotte Bruce; the ceremony was performed by the Bishop of London;—the bride maids were Lady Frances Bruce and Lady Charlotte Bellasyse.

Charles Raitt, Esq. commander of the Earl Spencer East Indiaman, to Miss Campbell, of Great Russell street.

Lieutenant Piercy Dove, of the royal navy, to Miss Fox, of Bromley, daughter of the Rev. John Fox, chaplain of his Majesty's garrison, Sheerness, and vicar of Kildwick, Yorkshire.

Lieutenant Parsons of the navy, to Miss Henry of Plymouth.

OBITUARY.

CAPTAIN ANTHONY HUNT.

THIS officer was a midshipman on board the Carnatic of 74 guns, at Plymouth, in August 1789, and was included in the promotions made after the visit paid by the royal family to that place, his lieutenant's commission being signed on the 26th of that month.—He served some time in the Helena sloop, Captain Kempthorne; he was appointed commander on the 22d of November 1790, and had the Tisiphone of 12 guns given him.—Being made post in 1793, he commanded the Amphitrite of 24 guns, and soon after sailed for the Mediterranean, in one of the frigates belonging to Lord Hood's fleet. Towards the end of the year 1793, his ship was unfortunately wrecked by striking on a sunken rock, himself and crew were providentially saved.—Being returned to England, he was, in 1795, appointed to La Concorde of 36 guns, and for some time formed one of the squadron of frigates under the command of Sir J. B. Warren, off the coast of France. In 1796 he was promoted from the Concorde to the Virginie of 44 guns, one of the most beautiful frigates captured this war, and then refitting at Plymouth. He sailed in her from thence in November 1796, and, after several cruises in the channel, was ordered in June 1797 to sail from Portsmouth to Harwich to take her Royal Highness the Princess of Wirtemburgh to Cuxhaven. The squadron was composed of the Revolutionnaire of 44 guns, the late Captain Francis Cole, commodore; La Virginie of 44 guns, Captain Anthony Hunt; and the Melampus of 36 guns, Captain Graham Moore.—On his return to Portsmouth in the Virginie, he was appointed to carry the Earl of Mornington and his suite to India; contrary winds for some weeks delayed his departure, but at length he sailed from St. Helens and quitted his native country never to return. During his passage to India he was chased by a very large French ship, but by lightening his frigate which was a remarkable fast sailer, he soon lost sight of an enemy which appeared so far superior in force, and landed Lord Mornington at his new government of Bengal, early in May 1798: almost immediately after which this promising young officer caught a violent fever which proved fatal. He has left all who knew his worth to lament his untimely fate.

Sir CHARLES THOMPSON, Bart. Vice-Admiral of the Red, and third in command under Admiral Lord Bridport, in the Channel fleet, at Fareham near Portsmouth, on the 17th instant. His health has been on the decline ever since he was in the West-Indies under Admiral Laforey. Sir C. Thompson commanded the Alcide in the action with Lord Rodney and Count de Grasse, on the 12th of April 1782; was with Sir John Jervis, in the reduction of the French islands, and second in command under the same Commander in Chief, on

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the memorable 14th of February, in the defeat of the Spanish fleet. He then had his flag in the Barfleur of 90 guns, and we believe was knighted, as a reward for his exertions in that action. Upon his return from the Mediterranean, he was employed in the Channel fleet; and had his flag in the Formidable of 90 guns, for some time; from which ship he shifted it to the Queen Charlotte of 100 guns. No officer stands higher for ability, activity, and courage.—He was extremely ill during the whole of his last cruise off Brest, and survived only a few days after imminent danger of dissolution had occasioned him to be superseded by Lord Hugh Seymour. He was made a post captain in the year 1772, a rear-admiral in the year 1794, and, in the last promotion, was made a vice-admiral of the Red flag.

On the 15th ult. at Deal, Lieutenant John Read, (1st.) late in the impress service.

On the 13th of December, at the house of Dr. Robertson in Bridgetown, in the Island of Barbadoes, Lieutenant George Rickords, of his Majesty's frigate Amphitrite, the son of Mr. Wm. Rickords of West Cliff near Dover. The tribute of respect shewn to the remains of this young officer on their interment in the church yard of St. Michael, is the best proof of his worth and merit, and must have afforded some little consolation to his afflicted parents. The highest military honours were paid to his memory. The corpse was attended to the grave by all the officers of the army and navy who were near: a captain's guard and the band of the 50th regiment, with a numerous party of the most respectable inhabitants. Lieutenant Rickords went out in the Iphigenia to the West Indies. Whilst at Jamaica, the yellow fever was so dreadfully fatal, that they buried the captain, the two junior lieutenants, the master, purser, the lieutenant of marines, and all the midshipmen excepting Mr. Rickords. He was also in the L'Actif, when she foundered on her passage home.

A few days since at her house in Green-street, Grosvenor-square, Mrs. Forrester, relict of the late Rev. Dr. P. Forrester, the surviving sister of Admiral Sir John Moore. She bore a long illness with meek and chearful resignation. An heart more humane or benevolent was never made cold by death.

Perished, with many others, on board the Weazle sloop, off the coast of Devon, in his 23d year, the Hon. Henry Grey, commander of that ship, and fourth son of the present Earl of Stamford and Warrington. He was deservedly esteemed in the navy, as an officer of the most promising expectancy; and to the tears of his noble relatives on this melancholy occasion may be added the regret of every well-wisher to his Majesty's service.

In October, at Martinique, in the West Indies, Lieutenant Reynolds, of the Marines.

Lately, Mr. Henry Jones, acting lieutenant of his Majesty's frigate Solebay.

The 24th ult. in St. Stephen's, Norwich, Mrs. Simpson, wife of Captain John Simpson of the marines.

Rear Admiral Richery, who has been mentioned by several journals, as the commander of a squadron in the East-Indies, lately at his house at Alons, in the department of the Lower Alps, at the age of 41 years.

Aged 55, Captain Jacob Wolfe, many years commander of one of the packet-boats on the Falmouth station.

At a very advanced age, Mrs. Cockerell, relict of the late Samuel Cockerell, Esq. formerly commander of one of his Majesty's packet boats on the Harwich station.

Near Blackheath, after a most afflictive illness of five years, Mrs. Elizabeth Miller, wife of Captain Simon Miller, of the royal navy. This officer had lately returned from the West-Indies, after a long absence, during which he was thrice attacked by the yellow fever.

At his house in Spring Gardens, Charing Cross, far advanced in years, Charles Brett, Esq. He was one of the lords commissioners of the admiralty during the time Lord Howe was at the head of the board, and represented Sandwich in two parliaments (1776 and 1784). He married Miss Hooker of Croom-hill, Greenwich, grand-daughter of Sir Wm. Hooker, knt. who died in January 1790, leaving no children.

The 21st inst. at his lodgings in Westminster, aged 68 years, Mr. John Baud, late of Singleton, in Sussex, one of the oldest masters in his Majesty's navy.

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BIOGRAPHICAL MEMOIR

OF THE LATE RIGHT HONOURABLE

GEORGE BRYDGES, LORD RODNEY, K.B.

He came like a cloud of rain, in the days of the sun, when slow it rolls on the hill, and fields expect the shower. OSSIAN.

AT a period when the energy of the British nation was affected by an untoward combination of events, and when its maritime power did not possess the proud supremacy of the present day, the skill and exertions of Admiral Rodney counteracted the alarming threats of the enemy, and supported with peculiar glory the naval interests of his Country.

His father was Henry Rodney, Esq. of Walton upon Thames, in the county of Surry, a naval officer who commanded the yacht, in which the King, attended by the Duke of Chandos, used to embark in going to or coming from Hanover, and who in consequence asked leave that his son might be called *George Brydges*. The royal, and noble godfathers, advised Captain Rodney to educate his boy for his own profession, promising, as we are told*, to promote him as rapidly as the merit he ſhould display, and the regulations of the navy would permit. His mother, Mary, was the eldest daughter, and co-heir, of Sir Henry Newton, Knight, envoy extraordinary to Genoa, Tuscany, &c. † Mr. George Rodney, the subject of the present Memoir, was their second son, and was born in the month of December 1718. He entered the navy at a very early age; and having passed his probationary years of service with considerable reputation, embarked for the Mediterranean in the Namur, as one of the lieutenants to Admiral Matthews. (1742.) On the ninth of November, in the same year, he was promoted by him

* Encyclopædia Britannica, vol. xvi.

† LL D. Judge of the High Court of Admiralty, and Chancellor of the Diocese of London.

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captain of the Plymouth of 60 guns, which commission was confirmed by the Admiralty *. On returning home, soon after, Captain Rodney removed into the Sheerness, a small frigate, and, about the middle of the year 1744, was appointed to the command of the Ludlow Castle of 44 guns. Some persons have stated this appointment to have been to the Phœnix, but, as Mr. Charnock † thinks, erroneously.

During the spring of the year 1746 Captain Rodney had the command of the Eagle of 60 guns, with orders to cruise on the Irish station. In the month of October he captured two stout privateers, one of them a French ship, called the Shoreham, which had been a frigate in our navy. In the succeeding year, 1747, he formed one of the squadron under Commodore Fox, in the Kent, that was sent to intercept a large fleet of French merchantmen, homeward bound from St. Domingo. This fleet consisted of one hundred and seventy sail, and was convoyed by Monsieur Bois de la Mothe, with four ships of war. The commodore sailed on the 10th of April, and having taken his station in the Bay of Biscay, discerned the expected fleet about four in the morning on the 20th of June. The British squadron chased the French, who were to windward, the whole day. The English ships had been two months out, and being in consequence foul and sickly, did not gain much on the enemy, until the evening of the 21st, when, during the night, M. Bois de la Mothe crouded all the sail he could set, and got clear off. The merchantmen, thus left defenceless, became an easy prey to their pursuers, who captured forty eight sail; the rest, favoured by the thick weather, escaped. Of

* The Lords Commissioners of the Admiralty at this time were,
Daniel, Earl of Winchelsea and Nottingham.
John Cockburne, Esq.
Lord Archibald Hamilton.
Lord Baltimore.
Philip Cavendish, Esq.
George Lee, LL. D.
John Trevor, Esq.

† Biog. Navalis, vol. v.

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these prizes, six * were taken by Captain Rodney, in the Eagle.

This loss, which the French experienced, was soon follwed by one still more important. Two hundred and fifty-two sail of their merchant ships had assembled in Basque Road, near Rochelle, for the West Indies; and were to be escorted by eight ships of the line, under the command of M. de Letendeur, chef d'escadre, in Le Tonnant, of 80 guns, and 822 men. To intercept their arrival, Admiral Hawke was dispatched with fourteen sail of the line, including the Eagle, Captain Rodney, and some frigates. During the action this officer engaged two ships at once, after passing with the rest of the fleet, through a terrible fire, from the rear to the van of the French. The Eagle, whilst assisting the Edinburgh of 70 guns, Captain Cotes, in keeping up a most spirited fire on the Tonnant, fell twice on board the Devonshire, in which Admiral Hawke was coming up to support them, having had her wheel shot to pieces, all the men at it killed, and all her braces and bowlines gone. This, however, did not prevent her brave commander from immediately joining in the proposal, made by Captain Saunders of the Yarmouth, to bear down with the Nottingham, Captain Saumarez, on the French admiral and the Intrepide, who were endeavouring to escape under favour of the night. These three gallant ships having come up with their flying enemy, engaged them near an hour; and would most probably have overpowered them, had not Captain Saumarez been killed by a shot from the Tonnant, which

	Tons.	*Men.*	*Lading.*
* St. Malo,	370	36 *	Sugar, coffee, and indigo.
Europa,	350	30 †	Ditto.
Charlotta,	150	24	Sugar, coffee, indigo, cotton, and hides.
St Clare,	100	20	Sugar, coffee, indigo.
Marshall de Saxe,	120	22	Sugar and indigo.
L'Esperance,	120	20	Sugar, coffee, and indigo.

The rest of the captures were laden in a similar manner.

* Twelve died in the passage.

† Ten died during the passage.

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induced the Nottingham to haul her wind. The enemy gladly seized this second opportunity; and after taking a N. W. course, lest they should be pursued, proceeded to a small port one hundred leagues west of Ushant, where having repaired their damages, they sailed for Brest. Admiral Hawke arrived with his six prizes at Portsmouth on the 31st of October. Ten of the French merchantmen were also taken by Commodore Legge, in consequence of the information he received from Lord Hawke.

We may date Captain Rodney's confirmed estimation as an officer of superior merit, from his spirited and judicious conduct in the two preceding actions. From this time his professional reputation gradually increased, until at length it attained that eminence whose progressive developement we shall now endeavour to trace.

The war * being terminated by the peace, the articles of which were signed at Aix la Chapelle, on the 17th of October 1748, Captain Rodney continued to be employed; and, in the month of March 1749, was appointed to the Rainbow, a fourth rate. On the 9th of May, in the same year, as appears by the Gazette, he was made governor and commander in chief, of the island of Newfoundland. It is always usual, as we are informed by Mr. Pennant in the Appendix to his Arctic Zoology, for an admiral, or some sea officer, to be governor of this valuable island †: he sails from England in May, and returns by the 30th of November. A small squadron, even in times of peace, is sent for the protection of the fishery. Commodore Rodney's continuance therefore on this dreary, though important station, most probably terminated with the usual time of

* The number of prizes taken by the English during this war was 3434; of which 1249 were captures from the Spaniards, and 2185 from the French. We lost during the war 3238 sail; of which 1360 were taken by the Spaniards, and 1878 by the French. The prizes taken from the Spaniards were very rich; so that the balance upon the whole amounted to almost two millions in favour of the English.—*Barrow's Naval History*, vol. iv.

† The great utility of its fisheries was early seen; for in the beginning of the reign of King James I. we had 250 sail thus employed.

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recal; and in the month of May 1751, he was chosen member for the borough of Saltash.

On Friday the 10th of April 1752, Commodore Rodney arrived at Woolwich, after having been cruising many days in quest of a supposed island, which Captain W. Otton, commander of the snow St. Paul, of London, believed he had discovered in his passage from South Carolina, about 300 leagues to the westward of Scilly. Captain Otton had published the following extract from his journal, dated Boston, August 26, 1751.

"March 4, 1748-9, at two in the afternoon made land, which bore N. E. seven leagues distance by estimation. At five tacked, being about three leagues from said island: wind E. S. E. latitude per observation 49° 40′, longitude 24° 30′ from the Lizard. This island stretches N. W. and S. E. about five leagues long, and about nine miles wide. On the south side fine valleys, and a great number of birds. March 5 said island bore N. three leagues N. W. a reef of rocks three miles. This day a ship's masts came alongside. On the south point of said island is a small marshy island." Captain Otton also thought he saw a tent on the island, and would have gone ashore, but had unfortunately stove his boat.

Captain Murdock Mackenzie, an excellent mathematician, and author of the sea charts of the Orkney and Lewis islands, attended Commodore Rodney in the Culloden sloop. The men at the topmast head of the Commodore's ship were more than once deceived with what the sailors call fog banks. About the sixth or seventh day, the crew observed branches of trees with their leaves on, and flights of gulls, and pieces of wreck, which are generally regarded as certain signs of an adjacent shore. They could not however discover any.

On the 3d of February 1753, the Commodore married Miss Jane Compton, daughter of Charles Compton, Esq. and sister to Spencer, then Earl of Northampton. The first*

* In this year (1753) he was appointed to the Kent, 74 guns, a guardship at Portsmouth. In 1755 he resigned this command on being promoted to the Prince George of 90 guns. Previous to this, he had been returned member for the borough of Oakhampton.

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memorable, though unsuccessful service, in which he was engaged after his marriage, was forming one of the fleet which sailed on the 8th of September 1757, under the command of Admirals Hawke and Boscawen, to attempt a descent on the coast of France, at or near Rochefort. In this expedition Mr. Rodney commanded the Dublin, 74 guns; and being the oldest captain in the fleet, was one of the members of the council of war. When Admiral Boscawen sailed for Louisbourg in the spring of 1758, Captain Rodney was appointed to supply the place of Captain Bentley, whose ship the Invincible was lost in going out by running on a shoal. During the passage to North America, the Dublin took the Mount Martin, a French East India ship, homeward bound, of great value.

Mr. Rodney, with this service, closed his duty as a post captain, and in the month of June 1759 was advanced Rear Admiral of the Blue. On the 28th of January 1757, he had lost his wife, who was buried at Old Alresford, in Hampshire. By this lady he had one daughter, Jane, who died an infant, and two sons: George, who succeeded to the title, and married in 1781 Martha daughter of the Right Hon. Alderman Harley, since dead, by whom he has issue; and James, who commanded the Ferret sloop of war, and was lost at sea in August 1776 *.

The year 1759 was glorious to Great Britain in every point of view, nor was Rear Admiral Rodney without enjoying his share in the important successes of that period. Having been stationed for some time in the Channel, with a considerable force, to watch the ports of Normandy, he was sent to bombard Havre de Grace, from whence the enemy had planned to transport an armament for the purpose of

* Admiral Rodney afterwards married Henrietta, daughter of John Clies, Esq. of Lisbon. By this second marriage he had two sons and four daughters: John, born May 10, 1765, now a captain in the navy; Jane, born December 24, 1766; Henrietta, born January 27, and baptized February 18, 1769; Margaret Ann, born at Paris in May 1776; Sarah, born May —, 1780; and Edward, born June 17, and baptized July 1, 1783.

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invading this country, in flat-bottomed boats of a particular construction called prames *. These boats were about 100 feet long, 24 broad, and ten deep; had one mast, with a deck, and were intended to carry two pieces of cannon. They were so constructed as to use sails, or oars, as occasion might require. Some were able to carry 300 men with their baggage; others 50 of the cavalry, with every thing complete. A great many were already built, with a considerable number on the stocks.

Rear Admiral Rodney sailed with his squadron †, from St. Helen's, in the morning of the 2d of June, and with a favourable wind and moderate weather, anchored the day following in the great road of Havre. The town is fortified by four bastions, and stands upon a plain spot of ground, full of morasses, and crossed by a great number of creeks and ditches full of water. The citadel is on the east side of the town, and was built in 1628 by Cardinal Richelieu. The harbour is within the walls of the town, and can contain more than 300 vessels at once. In the highest tides the water rises within it near twenty feet. The entrance is formed by two jetties of stone; it has a particular advantage not only over the other sea-ports of Normandy, but of the whole kingdom, as the water in it does not begin to ebb, at

* Beatson's Memoirs.

† Squadron under the command of Lord Rodney, sent to bombard Havre de Grace, 1759.

	Guns.	*Men.*	*Commanders.*
Achilles,	60	450	Rear Admiral Rodney. / Captain Barrington.
Chatham,	50	350	Lockhart.
Deptford,	50	350	John Holwall.
Isis,	50	350	Edward Wheeler.
Norwich,	50	350	George Darby.
Brilliant,	36	240	Hyde Parker.
Juno,	32	240	J. Phillips.
Vestal,	32	220	Samuel Hood.
Boreas,	28	200	Hon. R. Boyle.
Unicorn,	28	200	Thomas Graves.
Wolfe,	16	120	Hugh Bromedge.
Furnace,			Jon. Faulknor.
Firedrake,			James Orrock.
Basilisk,		Bomb Ketches,	J. Clerke.
Mortar,			J. Hunt.
Carcasse,			C. Inglis.
Blast,			T. Willis.

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least sensibly, until three hours after high water; insomuch that fleets of 120 sail have often been known to sail out of it in one tide, even with the wind against them.

Admiral Rodney having made the dispositions to put his orders * into execution, the bombs proceeded to place themselves in the narrow channel of the river leading to Honfleur, that being the most proper and only place to do execution from. About seven in the morning two of the bombs were stationed, as were all the rest early next morning; and continued to bombard for fifty-two hours, without intermission, and with such success, that the town was several times in flames; and their magazine of stores for the flat bottomed boats, burnt with great fury for upwards of six hours, notwithstanding the greatest exertions used to extinguish it. Many of the boats were overturned and damaged by the explosion of the shells. During the attack the troops of the enemy appeared in great numbers, erecting new batteries, and throwing up intrenchments. The consternation was so great, that all the inhabitants forsook the town. The damage done by the enemy was very inconsiderable, though numbers of their shot and shells fell, and burst among the bomb vessels and boats. Nineteen hundred shells were thrown by the British squadron, and one thousand one hundred and fifty carcasses. The mortars were rendered quite useless from continual firing. The enemy's loss was very considerable. Rear Admiral Rodney arrived at Spithead on the 24th of September in the Deptford, with the Isis, Captain Wheeler; and, on the 26th, sailed from Portsmouth to resume his station off Havre, whither the Chatham, Captain Lockhart, and the Isis, Captain Wheeler, as soon as docked, repaired to join him. He continued on this station during the remainder of the year, and made prizes of many neutral ships going to Havre de Grace with stores. "Thus," as Mr. Collins observes, "had Admiral Rodney the happiness of totally

* Gazette letter, dated on board the Achilles, off Havre de Grace, July 6th, 1759.

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frustrating the designs of the French court, and so completely ruined not only the preparations, but the port itself, as a naval arsenal, so that it was no longer in a state to annoy Great Britain during the continuance of the War."

In the year 1760 Admiral Rodney still hovered near the mouth of the Seine, and in the month of July had an opportunity of rendering almost essential service to his Country, the consequences of which were more important to the security of the nation than was at first supposed. Whatever has tended at different periods of our history to preserve this country from the misery of invasion, has gradually produced the security we at present enjoy; and considerably increased the difficulty which the enemy would experience, should their proud threats of landing on our coast be ever in good earnest attempted.

On the 5th of July, at noon-day, the French had the confidence to sail from Barfleur, with their colours flying, and making all possible parade, as if they set the English squadron at defiance. Fifteen prames appeared laden with cannon and shot, supposed to be destined for Brest. The hills on each side the river, and the walls * of Havre were lined with spectators, who were astonished that the English squadron continued stationary. But the admiral was too experienced a seaman not to discern that it would be entirely useless to move until the French boats had passed the River Orne, as they could not take shelter in several small ports; he however carefully observed their motions. When the enemy had got the length of Caen river, they kept standing backwards and forwards on the shoals, and plainly evinced their intention of pushing down Channel as soon as the day should close. Admiral Rodney therefore ordered the small vessels to sail as soon as it grew dark for the mouth of the river Orne, to cut off the enemy's retreat; while he himself, with his other ships, without signal, should make the utmost dispatch to reach the steep coast of Port Bassin.

* Dodsley's Annual Register, 1760.

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This judicious and masterly disposition of his squadron had the desired effect. The enemy were met by two of the English ships, disguised like Dutchmen, off Point Percée who turned them; when, perceiving that their retreat was cut off, they ran ashore and were destroyed, together with the fort that had been erected for the defence of the harbour. The other ten with the greatest difficulty got into the river Orne. They were remarkable fine vessels, each being upwards of 100 feet long. This success at length lowered the continued boasts of the French, who did not repeat the experiment. They immediately unloaded an hundred prames that were ready to sail, and laid them up at Rouen as useless.

During the month of November in this year, the admiral, who continued to give great annoyance to the French coast, and scoured the shore as far as Dieppe with his cutters, in a letter to the Admiralty dated the 21st of the above month, gave an account that Captain Ourry, of the Acteon, had chased on the 16th a large French privateer of sixteen guns, and near 200 men, and driven her on shore between Cape Barfleur and La Hogue. The enemy threw their guns and carriages overboard during the chace; and as it blew hard at N. E. with a great sea, the moment she struck, the masts went by the board, and the sea making a breach over her, she was entirely destroyed.

In the year 1761 *, towards its close, Admiral Rodney, for the first time, bore his flag to that station, where afterwards he was to render such essential service to his Country, and to gain that renown which cast such additional glory on the close of a long career of service.

It had been determined by government, before the expiration of this year (1761) to attack the French commerce in the West Indies: as, although their trade to the Leeward Islands was much distressed, it still continued a resource to them. The naval and military force sent for this purpose was very great,

* In the parliament convened in this year, he was elected member for Penrhyn, in Cornwall.

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and together formed such an armament as had never before been seen in that part of the world *. General Monckton, who had acquired so much reputation in North America, commanded the land forces, and the marine was under Rear Admiral Rodney.

The failure of the expedition against Martinico in 1759 did not discourage our Administration from making that island the object of another attempt. It was the seat of the superior government, the principal mart of the French trade, and the centre of all their force in the Caribbees; the most populous and flourishing of all their settlements across the Atlantic. On the 18th † of October 1761, Rear Admiral Rodney had sailed from Spithead in the Marlborough, with four ‡ ships, three bomb ketches, and a sloop, to join those under Sir James Douglas, who, with the troops under Lord Rollo, had taken the island of Dominica in June.

The admiral, in his letter to Mr. Cleveland, dated in Cas Navire Bay, Martinico, January 19, says, I arrived at Barbadoes on the 22d of November, having parted company with the squadron under my command in an hard gale of wind, a few days after we left the Channel.

The Foudroyant, Modeste, and Basilisk, joined me the 27th, the Nottingham and Thunderer the 1st of December, and the Vanguard, with the remainder of the squadron on the 9th. The Temeraire and Acteon, with the troops from Belleisle, arrived the 14th of December, and Major General Monckton, with the forces from North America, on the 24th; and having remained a few days to water the ships, refresh the men, and make the necessary dispositions for our enterprise, we arrived off Martinico the 7th of January; and on the 8th we all anchored in St. Anne's Bay, the ships I had appointed (under Sir James Douglas) having silenced the forts of that coast; in performing which, we had the misfortune to lose the Raisonable, as she was leading in for one of the enemy's batteries, owing to the pilot being ignorant of a little reef of rocks, which took her up. We have saved all her people, all her stores, and I hope soon to get all her guns.

* Dodsley's Annual Register, 1762.

† On the 21st of October he was advanced Vice Admiral of the Blue, at the same time with his Royal Highness the Duke of York, Rear Admiral Geary, &c.

‡ The Modeste, Vanguard, Nottingham, and Syren; the Grenada, Thunderer and Basilisk bomb ketches; with the Fly Sloop of war.

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Having, by this motion of the fleet and army, taken possession of an excellent harbour, and secured a landing on the weathermost part of the island, which might be made tenable at any time, as likewise thereby greatly alarmed the enemy, at General Monckton's request I dispatched Commodore Swanton, with a squadron of ships and two brigades, to the Bay of Petit Ance, in order to take post there. Captain Hervey of the Dragon having silenced the battery of the Grand Ance, landed his marines and seamen, who attacked it also from the shore and took possession of the fort; and, on the 14th, I followed with the whole fleet and army, after destroying the enemy's batteries in St. Anne's Bay, when, having reconnoitred the coast with the general, we came to a resolution to make an attempt between Point Negroe and the Cas de Pilotte, which I ordered to be attacked on the 16th; and having very successfully and with very little loss silenced the batteries, I landed General Monckton with the greatest part of his forces by sun-set; and the whole army was on shore a little after day-light next morning, without the loss of a man (the boats being commanded by Commodore Swanton in the centre, Captain Shuldham on the right wing, and Captain Hervey on the left) with such necessaries as they were most immediately in want of, and had all the ships and transports anchored as much in safety as this coast will admit.

I also landed two battalions of marines, consisting of 450 men each.

Having made good their landing without any loss in Cas Navire Bay, they had very considerable difficulties to encounter before they could lay siege to Fort Royal, which was now in full view, at four miles distance. The whole country was a natural fortification; extremely mountainous in the centre, whence issue large streams of water; and these in their way to the sea had worn deep channels, so that the country is continually intersected by deep ravines, with steep rocky sides, and these fords are rendered particularly difficult to pass from the number of large stones which the torrents have rolled from the sides of the mountains. Wherever these were practicable the French had posted guards, and erected batteries; added to which, these obstructions were no where greater than in the neighbourhood of the place where the first regular attack was proposed.

The Morne Tortenson, and the Morne Garnier, were two very considerable eminences, which formed the natural out-

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works to the citadel of Fort Royal. Suitable to the importance of these stations, were the measures that had been taken to render them proof against every attack: and it was in the face of these works, that our seamen and marines, with the military, had to march in order to attack them.

The admiral not only landed the artillery, but detached a large body of seamen who brought the cannon upwards of three miles, through what might almost seem impassable difficulties, and drew the heaviest guns and mortars up the steepest mountains across the enemy's line of fire; and this with such singular coolness and intrepidity, that on the first cannon sent up the heights, a sailor was seen sitting across it, and playing the patriotic tune of God save the King!—Happy Country, that still possesses such disinterested and firm defenders! May the State, they so ably defend, ever cherish a due and lively sense of their inestimable merit! That the souls of such men should ever be numbed by the icy hand of Poverty, is a public disgrace, and a National Calamity; and yet, as the old ballad says,

> "When in peace the nation's found,
> These bulwaks are neglected."

Whilst preparations were thus making to erect the batteries for the grand assault, the army encamped on the heighths above the Cas des Navires. The Morne Tortenson was first to be attacked: to favour which operation a body of Marines, and regular troops, were ordered to advance on the right, along the sea side, towards the town, to take the redoubts which lay in the lower grounds. A thousand sailors, in flat-bottomed boats, rowed close to the shore to assist them. The attack succeeded in every quarter. On the fourth of February, the citadel was delivered up to his Majesty's forces; and, on the 12th, just as General Monckton was ready to embark for the reduction of the capital of the Island, St. Pierre, deputies arrived to capitulate the surrender of that place, and of the whole island. This was

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soon followed by the capture of Granada, St. Lucia, and St. Vincent; when the whole of the Caribbees became in possession of the English.

General Monckton, when he sent home his aid de camp, Major Gates, with this important news, thus spoke of Admiral Rodney, in his letter to the Earl of Egremont, one of the secretaries of state:—I must repeat to your Lordship the harmony that subsists between the fleet and the army; and the cordial assistance we have received from Admiral Rodney in every part of the operations where his aid could be useful."

The French government, fearing that without a powerful aid was soon sent to the West Indies, the whole of their possessions there would be taken, fitted out at Brest seven sail of the line, and three frigates, the command of which was given to M. de Blenac. Commodore Spry being blown from his station off Brest, this squadron had put to sea; which the commodore perceiving on his return, and finding they had got too much ahead for him to overtake, dispatched the Aquilon frigate, Captain Ogle, to put Admiral Rodney on his guard. However, the first notice of this force being in the West Indies was announced by the arrival of a part of their fleet, on the 8th of March, off the windward side of Martinico. The English fleet was at this time much dispersed, with Commodore Swanton, Captain Hervey, and Sir James Douglas. Admiral Rodney therefore sent orders for the two first to join him, and being afterwards met by Sir James Douglas, the whole squadron went in search of the French.

Whilst these things were passing in the West Indies, the King of Spain had issued an order, on the 10th of December 1761, for seizing all British vessels in the Spanish ports. That this important intelligence might be conveyed as soon as possible to Mr. Rodney, Captain G. Johnstone, of the Hornet, victualled and manned a small prize, which he had carried into Lisbon, and dispatched her express with

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letters. In twenty-three days she arrived. A pacquet boat, which was soon afterwards captured, informed the admiral that Spain had declared war; and as it contained the dispatches for the Spanish governors, they were by this means kept ignorant of what was passing in Europe.

A strong squadron of Spanish ships had now arrived at the Havannah. Admiral Holmes, who had the command off Jamaica, was dead; and the inhabitants fearing an attack from the combined fleets of France and Spain, the governor dispatched letters requesting assistance. Admiral Rodney, and General Monckton, having received no orders from England, were at a loss how to proceed. The admiral, however, thought the emergency so great, that he at length resolved to go with a considerable part of the squadron to Jamaica; and, being determined to block up the enemy in whatever ports he should find them, he dispatched a frigate to Commodore Forrest, who held the command at Jamaica since the death of Admiral Holmes, desiring him to join the squadron off Cape St. Nicholas, with all the ships he could procure. But before Admiral Rodney could execute the intentions of his active mind, Captain Elphinstone, of the Richmond frigate, arrived on the 26th of March from England, with orders to the admiral, and general, not to prosecute any design they might have planned, as a considerable secret expedition * was in contemplation, to which every thing else must give way, that a powerful force might be concentered for its accomplishment. Admiral Rodney, however, who was sensible of the precarious situation of Jamaica, detached a large reinforcement of ships to that island, under the command of Sir James Douglas. Which wise precaution being made, he ordered another part of his fleet to cruise off the Spanish main, under the command of Commodore Swanton; and, having sent a frigate to meet Admiral Pocock at Barbadoes, he returned with the

* Beatson's Memoirs.

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rest of his ships to St. Pierre, Martinico. At the close of the year (1762), in November, the preliminaries of peace were signed at Fontainbleau.

In 1764 Admiral Rodney was raised to the rank of Baronet, by patent bearing date January 21; and during the month of November, in the ensuing year, was made Governor of Greenwich Hospital. On the death of his Royal Highness the Duke of York *, Vice Admiral of the Blue, who had early shewn such a partiality for the service, and was deservedly so much esteemed by professional men, Sir George Rodney was one † of the Vice Admirals who supported the canopy at the funeral.

In 1768 Sir George carried on an expensive contest with Mr. Howe, for the borough of Northampton, which he gained by a poll of 611 to 538; by this means his fortune became much deranged. In 1771 he resigned the post of Governor of Greenwich Hospital, and was soon appointed Commander in Chief on the Jamaica station, with his flag ‡ on board the Amelia, of 80 guns. The appointment of this ship to that service," says Mr. Charnock, "was intended as a particular and pointed compliment, it being extremely unusual to send a three-decked ship on that station except in time of actual war."

An unfortunate electioneering contest, the bane and ruin of so many of our countrymen, had as already mentioned, considerably affected a fortune, which the constant professional employment he had always been engaged in, together with the social liberality of his disposition, would never

* His Royal Highness died at Monaco in Italy, of a malignant fever, occasioned by a cold caught after dancing. His body was brought to England in the Montreal, Captain Cosby.

† Eight Vice Admirals supported the canopy in their uniform coats, black waistcoats, and crapes in their hats and on their arms; viz. Sir Edward Hawke, K. B.; Thomas Frankland, Esq.; the Duke of Bolton; Sir Charles Hardy, Knt.; Sir Charles Saunders, K. B.; Sir Samuel Cornish, Bart.; Francis Geary, Esq.; Sir George Brydges Rodney, Bart.

‡ In October 1770 he had been advanced Vice Admiral of the White and Red; and in August 1771 was made Rear Admiral of Great Britain.

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allow Sir George sufficiently to regulate. On returning therefore from his station at Jamaica, after the usual period of service had elapsed, he went into exile amid a people whose government had trembled at his name:

"I have fought, I have bled, I have conquer'd for Rome, Sir,
I have crown'd her with laurels, which for ages will bloom, Sir,
From her foes harsh dominion I've rais'd her to power,
I espous'd her for life, and disgrace is my dower,
Date obolum Belisario."

It is a melancholy reflection, that the most generous and humane spirits, from an honest zeal that glows through all their conduct, can never bring themselves to bear the dry methodical labour of arithmetical calculation. Nor does this aversion to the cash-book, and the ledger, proceed from a thoughtless or too unprincipled mind: it originates from a contempt of wealth; from considering the gold, which mercantile assiduity secures with such a voluminous arrangement, but as counters to play the vain and transitory game of life; which debase and contract the mind that studies their increase, or carefully watches their expenditure.

During his absence in France, Sir George was advanced to be Admiral of the White. The pecuniary embarrassments under which he had now so long laboured, and which must have reduced him to many painful difficulties, could not in the smallest degree affect the firmness of his mind, or alienate his affections from his country. A very powerful temptation, whose force he instantly baffled with patriotic ardour, is alone sufficient to shew the noble and elevated character he possessed.

The distress of this brave officer had at length so much increased, as to become a subject of public notoriety. It had been long suspected by the keen observation of Monsieur de Sartine, who was no stranger to Sir George's merit: he accordingly communicated his ideas to the Duke de Biron, and persuaded him to make the admiral an offer of the command of the French fleet in the West Indies; and also to proffer a very liberal supply for the immediate arrangement of his finances.

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In order to accomplish this infamous design with the greater ease, the Duke immediately sent a very civil invitation to Sir George to spend some weeks at his house. When one morning, during a walk in the gardens, the Duke with great prudence, or rather what would be termed polite delicacy, sounded the admiral on the subject: but so far was the ingenuous mind of Sir George from being able to discover what this strange preamble could lead to, that he at length imagined his grace must be deranged, and in consequence began to eye him with some degree of consideration for what might happen. The Duke, who had not been accustomed to such unyielding principles, now came at once to the point, and openly declared, "That as the king his royal master intended the West Indies should become the theatre of the present war, he was commissioned to make the most unbounded offers to Sir George, if he would quit the English service, and accept the command of a French squadron."—Those who remember the worthy admiral, and can recollect the countenance he would assume when any thing unexpectedly broke upon him, may imagine his aspect and demeanour: at length, with great temper, though with considerable emotion, he made this memorable reply:—"My distresses, Sir, it is true, have driven me from the bosom of my Country, but no temptation whatever can estrange me from her Service. Had this offer been a voluntary one of your own, I should have deemed it an insult; but I am glad to learn it proceeds from a source that *can do no wrong!*"—The duke was struck with the patriotic virtue of the British Tar, and from that time became his sincere friend.

Before Sir George's arrival in England the French war had commenced. Towards the close of 1779 the chief command at the Leeward Islands was given him; upon which he hoisted his flag on board the Sandwich. The succeeding year (1780) was a glorious one for this distinguished officer: and "though, as was well remarked by an anonymous writer, faction lifted up its voice for a season, not a leaf of his laurels lost their verdure, and his name will

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be enrolled, with the first of those men who have fought, and conquered, for their Country."

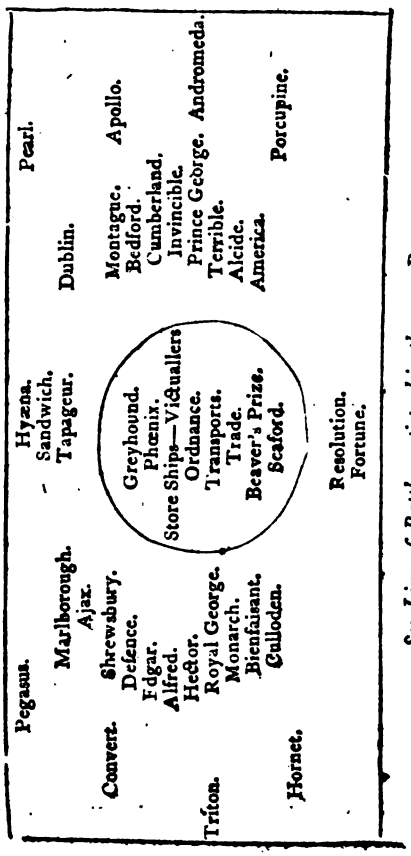
On the 25th of December 1779, the admiral sailed from Spithead in the Sandwich of 90 guns. He was attended by Rear Admiral Digby in the Prince George of 98 guns, and by Rear Admiral Sir John L. Ross, in the Royal George of 100 guns. His Royal Highness the Duke of Clarence, then Prince William Henry, accompanied him on board the Prince George, as a midshipman. The whole fleet consisted of twenty-two ships of the line, eight frigates, and a cutter; having under their convoy a considerable number of store ships for Gibraltar, and the trade for the Mediterranean and the West Indies *. The garrison of Gibraltar

ORDER OF SAILING

FOR THE FLEET AND CONVOY UNDER THE COMMAND OF

ADMIRAL RODNEY,

Which left Spithead the 25th of December 1779.



See Line of Battle continued in the next Page.

had been blockaded, both by sea and land, from the very first commencement of hostilities between Great Britain and Spain.

Nothing of consequence occurred until the morning of the 8th of January following. Being then about fifteen leagues to the west of Cape Finisterre; at day break, a fleet or convoy of twenty-one sail was discovered to the N. E. Seven of these soon appeared to be ships of some force, and the rest to be merchantmen. The admiral lost no time in making the signal for a general chase, and also for his own convoy to lie by. Above one half of the British men of war being coppered, they soon gained sufficiently on the strange fleet to be enabled to discover that they were Spanish, and by superior sailing and dexterity the whole squadron

THE LINE OF BATTLE.

The Bedford to lead with the Starboard, and the Edgar with the Larboard Tacks on board.

Frigates.	*Ships of the Line.*	*Commanders.*	*Guns*	*Men*	*Division.*
	Bedford.	Capt. Affleck.	74	600	
	Cumberland.	Peyton.	74	600	VAN.
Apollo.	Invincible.	Cornish.	74	600	Rob. Digby
Andromeda. to repeat Signals	Prince George.	Patton.	90	767	Rear-Ad. of the
	Terrible.	Douglas.	74	600	Blue Squa-
	Alcide.	Brisbane.	74	600	dron.
Porcupine.	America.	Thompson.	64	560	
	Resolution.	Sir Cha. Ogle.	74	6 0	
	Montagu.	Houlton.	74	600	CENTRE.
Pegasus.	Dublin.	Wallis.	74	600	Sir Geo.
Hyæna to repeat Signals.	Sandwich.	Young.	90	732	Br. Rodney, Ad. of the
Tapageur cutter.	Marlborough.	Penny.	74	600	White, and
	Ajax.	Uvedal.	74	350	Comman-
Pearl.	Shrewsbury.	Robinson.	74	600	der in Chief.
	Defence.	Cranston.	74	600	
	Culloden.	Balfour.	74	600	
	Bienfaisant.	M'Bride.	64	500	REAR.
	Monarch.	Duncan	74	600	Sir John L.
Triton. to repeat Signals.	Royal George.	Bourmaster.	100	867	Ross, Rear-Adm.
	Alfred.	Bayne.	74	600	of the
Seaford.	Hector.	Sir J. Hamilton.	74	600	Blue.
	Edgar.	Elliot.	74	600	

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was captured by one o'clock. The prizes consisted of a 64 gun ship, afterwards called the Prince William, in honour of his royal highness, and six Carracca ships, mounting from 20 to 30 guns; the remainder was composed of merchantmen with stores.

The capture of this Spanish Convoy was not only fortunate for the officers and seamen, but was also of the greatest importance in a national point of view. The principal part of their lading consisted of such articles as the garrison at Gibraltar were particularly in want of: and, moreover, it afterwards appeared, that a squadron of Spanish men of war, owing to this capture, was actually detained at Cadiz, being unable to proceed to its intended destination in the West Indies for want of the provisions and stores which had thus been taken. This squadron would otherwise have sailed from Cadiz, and having joined the French fleet at Martinico, the whole was to have proceeded against the island of Jamaica.

As soon as the necessary arrangements had been made for the removal of the prisoners, the fleet proceeded along the coast of Portugal. Sir George, having obtained information from some neutral vessels, that a squadron of fourteen Spanish ships of the line were cruising off Cape St. Vincent, very judiciously ordered the fleet to sail in a line abreast, with the convoy in the rear. On the 16th day of January, at one o'clock, the Spanish squadron, under the command of Don Juan de Langara, appeared in sight, consisting of fourteen ships of the line. When first discovered, they were under an easy sail, and some of them either lying to or standing towards our fleet. The weather being hazy, and the British fleet much extended in a line abreast, it was imagined the Spaniards did not immediately discover the whole of Admiral Rodney's force, for it was some time before they began to retreat; during which our fleet were steering directly towards them, with a fair wind and a press of sail. The moment Sir George perceived their intentions of escaping, the signal was in an instant flying for a general

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chace. The coppered ships first came up, and began the action with the rear of the Spanish squadron a little after four P. M. About five the St. Domingo, a Spanish line of battle ship, blew up. Her catching fire, and explosion, were momentary. Soon after this awful scene had taken place, two others of the enemy surrendered.

The remainder of the Spanish Squadron kept up a running engagement during the greater part of the night, which was dark and boisterous, and continued steering towards Cadiz the whole time. The firing continued until two o'clock in the morning, when the last of the enemy's ships surrendered.

This running engagement led the British fleet, and their prizes, very near to the Spanish coast, which, with the wind then blowing, was a lee shore. Every exertion was made to put the prizes* in a proper state to proceed. The last which surrendered, the St. Eugenio, and St. Julian, were so much disabled, and had got so near the harbour of Cadiz, that it became dangerous, with such rough weather, to attempt taking them in tow. The St. Eugenio was therefore evacuated, and soon struck on some rocks, from whence she was soon afterwards got off by the Spaniards. The St. Julian, having been driven without any mast, except the stump of her foremast, very near the shore, on the west side of Cadiz Bay, the British officers who were on board, seeing it was utterly impossible to bring her off, ran her ashore in the Bay, near to Port St. Mary's Bar, where she was entirely lost; but providentially all on board were saved. It was highly to the honour of the Spaniards that these officers were treated with every attention and civility. From them they first heard of the loss of their convoy, as not a single ship had escaped to relate the disaster. This second loss, which the Spaniards experienced, gave a decisive blow to the projected expedition in concert with the French, against our West India settlements.

* El Phœnix, the Spanish admiral's own ship, and the finest ever built by Spain, now the Gibraltar, 80 guns; Princessa, 70; Diligente, 70; St. Eugenie, 70; St. Julian, 70.

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Having joined the convoy, and made Cape Spartel, Admiral Rodney dispatched two frigates to Tangier to acquaint his Majesty's consul with the victory. Having no person on board the Sandwich acquainted with the bay of Gibraltar, Sir George ordered Rear Admiral Digby to lead in, and sent two frigates ahead to give notice to the garrison of his approach. The weather proved so bad, and the current was so strong, that most of the fleet were driven to the back of the rock. The Sandwich and many of the ships did not arrive until the 27th of January. The additional regiment, with the several stores of provisions, ammunition, and money, were landed with all possible expedition; by which the garrison was completely relieved, and this venerable fortress put in a state of perfect security.

By considering the debate, which took place on the 29th in the House of Commons, on the motion of thanks to Sir George Rodney, we shall discern the opinion which men of eminence entertained of this admiral's professional character. Lord North declared that the nation at large was indebted to Sir George Rodney, and that the public suffrages were all in his favour: he wished therefore to collect them, and to have them transmitted to that gallant officer, in the form of a vote of thanks from that house. Sir George's services, his Lordship said, were singular and important; for he had taken a convoy of stores, the loss of which would be very sensibly felt by the Spaniards, as they stood in the greatest need of them to fit out their fleets. In the late action his victory had produced the most salutary effects: it had freed from danger the important fortress of Gibraltar, and, together with the first success, it had taken from the enemy some of their best ships, and had added five to our own fleet. There were circumstances attending the last action which made the merit of it highly honourable to the admiral—the night, an high wind, and the vicinity of a dangerous shore. With these difficulties he had combated, and they had served to enhance the honour of the victory. His Lordship concluded with the following motion: *that the thanks of this House be given*

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to Admiral Sir George Brydges Rodney, Bart. for the signal services he has lately rendered to his King and Country, and that the Speaker do transmit the same to him.

Lord Howe agreed that the conduct of Sir George Rodney had been meritorious, and that the success, which attended his operations, had been perfect. The superiority of his fleet did not in his opinion by any means detract from the glory of his victory; for such was the situation of the ships, and such the attendant circumstances of the action, that it required uncommon powers to bring it to so happy a conclusion.

Admiral Keppel, who was not that day in the house, afterwards lamented that he had not been present when Lord North moved for the thanks of the House to his old friend Sir George Rodney; and declared he should have felt a singular satisfaction in seconding it. The admiral's situation had been attended with difficulties, which he had gallantly surmounted, and had performed his duty like a seaman.

The thanks of the House of Lords to Sir George being on the 1st of March moved for by Lord Sandwich, the Marquis of Rockingham arose and said, that it gave him sincere pleasure to have so public an opportunity of expressing his hearty concurrence with the Noble Lord in the motion he had introduced. He had long known Sir George Rodney, and had the greatest esteem for him. He deserved every thing from his country *.

Having sent home part of his fleet, with the prizes, under the command of Admiral Digby, Sir George proceeded to his appointment on the Leeward Island station. In the month of March he arrived in the West Indies; his squadron, at this time, amounted in the whole to twenty ships of the line, and one fifty gun ship, besides frigates. On the 27th he repaired to St. Lucia, and found the enemy's fleet, consisting of twenty-three ships of the line, had retired into Fort Royal Bay, Martinico, after making an unmeaning parade.

* On the 6th of March the freedom of the city of London was voted to Sir George, to be presented in a gold box worth one hundred guineas. The freedom of the city of Edinburgh had been previously voted.

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On the 13th of April the French fleet under the command of the Count de Guichen, consisting of twenty-three Ships of the line, eight frigates, and some small vessels, in the middle of the night escaped from Fort Royal. On the following day their flight was discovered; and on Saturday, the 14th, Admiral Rodney sailed from Gros Islet Bay, St. Lucia. On the 17th, at eleven in the forenoon, he made the disposition to attack the enemy. Finding them keep from the wind, with a press of sail, that obliged their worst going ships to set all their plain sails, Sir George made the signal that he intended to attack their rear; which was consequently followed by a signal to bear down and come to close engagement. Many masterly manœuvres were also made by him, to supply by skill his deficiency in point of numbers: the manner in which the fleet was at length brought to action, did him infinite credit.

Some of the English ships, from causes which now it is of little use to attempt investigating, did not properly obey the signals. Sir George himself set a most animating example, and at once bore down on the French admiral. The Montague and Intrepid, who were astern of the Sandwich, particularly did their duty; and the effort made by the Ajax, Terrible, Princess Royal, Grafton, and Trident, put the enemy's van in disorder, and, obliging them to break the line, they took a new position.

Sir George, having himself thus set the example for close action, obliged de Guichen to bear up out of the line: this consequently brought the French admiral's seconds ahead and astern of him to windward, who bore down to protect the Flag. Had Admiral Rodney been as well supported, de Guichen would inevitably have been taken. For more than an hour did the Sandwich sustain the unequal attack. At length, on the Princess Royal bearing down to her assistance, the French ships drew off, leaving her a perfect wreck, that for twenty-four hours could with difficulty be kept above water: and yet from this state, by the activity of her officers and crew, in another twenty-four hours she was again ready

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for action. The masts, yards, and rigging, were totally cut to pieces. Her hull received seventy shot, seventeen of which were between wind and water. The Sandwich, during the engagement, fired not less than 3500 balls.

Sir George, in his letter to the Admiralty, which will be inserted when we give the Historical Memoir, &c. of this war, thus mentions the situation of his ship during the action: "The action, in the centre, continued until fifteen minutes after four P. M. when Monsieur Guichen, in the Couronne, which had mounted 90 guns, with the Triumphant and Pendant, after engaging the Sandwich for an hour and an half, bore away. The superiority of the fire from the Sandwich, and the gallant behaviour of her officers and men, enabled her to sustain so unequal a combat; though, before this attack, she had beat three ships out of their line of battle, had entirely broke it, and was to leeward of the wake of the French admiral."

The Couronne was on fire at the beginning of the action. Several red hot balls were fired by the enemy. At the close of the action nine only of their ships were in the line. To pursue the enemy that night, could not be accomplished without the greatest disadvantage. Sir George's ship was taken in tow by the Montague, on board of which he then hoisted his flag. The fleet lay to all night. A little after the action the wind changed, by which the enemy were to windward. The next morning they were quite out of sight. Sir George pursued them for three successive days. On the 19th they were discovered to the northward, and every effort was employed to get up with them; but the light winds, and the leewardly situation of the English fleet prevented it. Monsieur de Guichen cautiously kept his wind, hauling under Guadaloupe; while Sir George Rodney continued baffled with calms under Prince Rupert's Head, Dominica. By Saturday the 22d, they had so much extended their distance, that it was judged useless longer to continue the chase: our squadron therefore stood for Fort Royal, Martinico, to get between the French fleet, and their stores. This

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place. Sir George arrived at on the 25th of April, and found his intention had succeeded. Partial and indecisive actions took place between the two fleets, on the 15th, and 19th, of May: when, finding from the condition of his ships that a longer pursuit of the enemy could not be safely continued, he sent three of the most disabled to St. Lucia, and arrived with the remainder on the 22d in Carlisle Bay, Barbadoes, where he refitted and victualled.

As the debates in the House of Lords, on Admiral Rodney's letter, relating to the above action, were particularly violent, it will be necessary in this place to refer to the heads of what passed.

On the third of June, Lord St. John * moved for a copy of the late dispatches from Admiral Sir George Rodney; such parts only excepted as related to the future operations of the fleet, and which, being known, might be serviceable to the enemy.

Lord Sandwich objected to the motion. Sir George, he declared, had indeed said, in general terms, that he had not been well supported, but that he would enquire into the cause. "Private information has indeed been received, but I wish heartily," said his Lordship, "that the whole may turn out to be an ill-founded suspicion. I do not like to expatiate on the actions of an officer, who fell in the late engagement (Captain St. John), because I fear to awaken the feelings of the Noble Lord, his relation, who made the present motion. But thus much I am bound to say, that he fell in a manner that will stamp immortal honour on his name." Lord Sandwich then added, that he had sent the necessary orders to Sir George Rodney, to proceed against those who might be deemed criminal, and to bring them to justice.

Lord Shelburne insisted that private letters sent to ministers, as ministers, were in fact as much for the public eye as the public dispatches were. That Lord Chatham always laid up in the secretary's office all letters, public and private. "Great as have been the gallantry and success of Sir George

* Debrett's Parliamentary Debates.

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Rodney, yet," exclaimed his Lordship, "I have heard it was already in contemplation to remove him from his command, in order to bring in a favourite yet disgraced admiral; but I will sit down to give the Noble Lord at the head of the Admiralty, an opportunity to contradict this."—Lord Sandwich remaining silent he proceeded.—"If my information, my Lords, is true the Count de Guichen left Guadaloupe on the 26th, nearly at the same time that the grand Cadiz Squadron sailed. Now, Cadiz being so much nearer than England is to the West Indies, a junction, my Lords, may be formed between the French and Spaniards, before it can be even in our power to sail in order to prevent it. As we must have frigates to watch the Cadiz fleet, they cannot quit it, until they are perfectly satisfied of the course it intends to steer. If it once get into the trade winds, then it is wafted with expedition, while our frigates on their return may have to sail against the wind: so that upon the whole, my Lords, at a moderate computation, a month must elapse before we could send a fleet after the Spaniards; a period more than sufficient for the destruction of Sir George Rodney. The Havannah might be appointed as a rendezvous: the French might perhaps refit there, and united with the Spaniards, fall on Sir George, who, keeping the sea, without an opportunity to refit, would, he feared, fall an easy prey to so powerful a combination."

Lord Sandwich rose with much warmth—"If I did not make any reply when the Noble Lord afforded me an opportunity, by sitting down in the midst of his speech, it was because I will not obey the will of that Lord, nor answer any question from him, but at the time that I shall myself think proper. From the first moment that I was initiated into politics, I have always been taught, that responsibility was annexed only to public letters. I am therefore not to be told by the Noble Lord that I am broaching new doctrines, when I am in reality professing only those which are as old as the office of secretary of state.

"The Noble Lord says he has heard that Sir George Brydges Rodney was to be removed. Will he so far favour

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me as to name his author? But, before he does this, I will take upon me to say that his information is false. Whoever could advise his Majesty to remove so able a man, cannot be a friend to his Country. I have lately written to the admiral, and though I am not in the habit of writing panegyrics, my letter to this gallant officer was one continued panegyric from beginning to end. When it was first proposed in council to employ Sir George, I," said Lord Sandwich, "who knew him from a very young man, declared, *Rodney once afloat will do his duty.* How then can any man for a moment think of removing him from his command, after the repeated proofs he has given, that he is so well qualified to hold it."

Lord Ferrers was glad to hear the encomiums, that fell from the Noble Lord at the head of the Admiralty, respecting Sir George Rodney; and flattered himself that he should now have that Noble Lord's support, in a motion which he intended to make, for restoring to that gallant admiral the government of Greenwich Hospital; and he hoped that no objection could now be made to such an appointment, on the impropriety of an admiral holding that government, together with the command of a fleet, since the two commands had been united in the person of Sir Charles Hardy.

The House divided at last on Lord St. John's motion. Contents, 16. Non-contents, 42.

A Spanish squadron sailed from Cadiz on the 28th of April (1780); and the admiral of it having eluded Sir George Rodney's vigilance, by changing his place of rendezvous, a junction was formed at Guadaloupe with Monsieur de Guichen, who arrived there with eighteen ships of the line.

It was so late before the expected reinforcement arrived from England, that Admiral Rodney was unable to attempt any thing during the remainder of the year, against so powerful a combination. Previous therefore to the hurricane months, he sent his squadron, in separate detachments, on such services as might be executed consistent with their own safety; and went himself in the Sandwich, in consequence of expresses from Admiral Arbuthnot, to his

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assistance on the coast of North America, with nine ships of the line and a frigate. In this squadron, among other commanders, Commodore Drake was in the Russel, 74; Captain P. Affleck in the Triumph, 74; Captain Charles Thompson in the Alcide, 74; and Captain Christian in La Fortuné, 42. Admiral Rodney arrived at Sandy Hook, the entrance of the harbour of New York, on Wednesday, September 13. No junction, however, was formed between the two English commanders, as Admiral Arbuthnot, though a junior officer, continued to keep his station off Rhode Island. Sir George Rodney met with a most grateful reception from the army, and from the inhabitants of New York, who entertained an high sense of his great merit. He detached some of his ships to reinforce Admiral Arbuthnot, and requested him to send Sir Chaloner Ogle in the Resolution of 74 guns, as he wished him to preside at the court martial which was to sit on the late commander of the Yarmouth. Admiral Rodney tried this officer in the West Indies, because he did not choose to bring him before others, who had been much to blame; to one of whom, in consequence of his conduct on the 17th of April, Sir George had written * in the most firm, yet feeling manner, before he left the Leeward Islands for America.

* Sir George Rodney to Captain ——.

Princess Royal, Gros Islet Bay, St. Lucie,

Sir, *30th July* 1780.

I have received your letter of yesterday, acquainting me you are credibly informed, that in my public letter to the Admiralty relative to the action with the French fleet on the 17th of April last, your name was mentioned.

It certainly was; and that you mistook, and did not properly obey my signal for attacking the enemy, agreeable to the 21st article of the additional fighting instructions, by bearing down instantly to the enemy's ship then opposed to you, but led to the van ship, notwithstanding you had answered my signal, signifying that it was my intention to attack the enemy's rear, which signal I had never altered; of course it behoved every officer to have paid the utmost attention to it.

Your *leading* in the manner you did, induced others to follow so bad an example, and thereby forgetting that the signal for the line was only at *two cables length distance* from each other, the van division was led by you to more than *two leagues distance* from the centre division, which was thereby exposed to the greatest strength of the enemy, and not properly supported.

Could I have imagined your conduct and inattention to signals had proceeded from any thing but error in judgment, I had certainly superceded you; but

During Admiral Rodney's continuance at New York, the hurricanes in the West Indies had set in with unusual violence, and been attended with very fatal consequences. On returning, at the close of the year (1780) to that station, he took with him Sir Chaloner Ogle in the Resolution; and left the Russel, 74, Commodore Drake, to supply her place. Soon after Sir George's arrival, an unsuccessful expedition was undertaken by him (December 14*), in conjunction with General Vaughan, to recover the island of St. Vincent, which had been taken at the beginning of the war.

God forbid I should do so for error in judgment only. I only resolved, Sir, not to put it in your power to mistake *again* upon so important an occasion as the leading a British fleet to regular battle.

You may now, Sir, however painful the task, give me leave fairly to tell you, that, during the time you have been under my command, you have given me more reason to find fault with your conduct as an officer than any other in the fleet, Captain B—— excepted, by your inattention to signals. And, Sir, by negligently performing your duty, and not exerting yourself, as it behoved the oldest captain in the fleet, by setting the example of briskness, activity, and scrupulous attention to signals. Did you do so, when, upon the first signal I made for a line of battle abreast, and then going down to provoke the enemy to come out to battle, you hauled your wind, instead of making all the sail you possibly could to get into your station, agreeable to the first article of the additional fighting instructions, and thereby set a bad example to all the young captains? Judge yourself what I must have felt, to observe that the two oldest captains of the fleet I had the honour to command, were the only persons I had just reason to reprimand by public signals, and let them know they had not obeyed. Your almost constantly keeping to windward of your station in sailing afterwards; the repeated signals made for the ship you commanded to get into her station; your being at an amazing distance from the fleet the night before the battle; my being obliged to send a frigate to order you down; your being out of your station at day-light, notwithstanding the line of battle was out all night; all this conduct indicated an inattention, which ought not to have been shewn by an officer, who had been bred in the good old discipline of the western squadron; and which nothing but the former service you have done your King and Country, and my firm belief of your being a brave man, could have induced me, as commander of a great fleet, to overlook.

You may judge what pain it has given me to write this letter to an officer I have known so long, and have always had a regard for; but in great national concerns, and where the service of my King and Country is entrusted to my care, it behoves me to do my duty, and to take care that those under my command do theirs.

Both of which, without favour or partiality, I shall strictly adhere to.

I am, Sir, &c.

* On the 14th of November 1780, his Majesty conferred a special mark of his approbation on Sir George Rodney, by nominating him a supernumerary Knight Companion of the Bath, there being at that time no vacant stall.

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Early in the year 1781, Rear Admiral Sir S. Hood arrived in the West Indies, with the expected reinforcement, consisting of seven ships of the line. He also brought intelligence of the commencement of hostilities between Great Britain, and Holland; and instructions for the immediate attack of the Dutch settlements in the West Indies. These were executed with the same promptitude with which they had been conceived, and the whole island of St. Eustatia, with a number of merchant ships richly laden, one frigate, and other vessels, were taken instant possession of; and the Admiral having learnt that a valuable fleet of Dutch merchant ships for Europe had sailed from St. Eustatius only the day before, under the protection of a Dutch 54 gun ship with a commodore on board, he therefore detached the Monarch of 74 guns, Pantheon of 60 guns, and Sibyl of 28 guns, in pursuit of them; by which means the whole convoy were captured, and brought back to St. Eustatius. On the Monarch coming up with the Dutch man of war, Captain Reynolds desired them to surrender, which being refused by the commodore, an action commenced, which lasted but for a few minutes, when the Dutch commodore being killed, the ship surrendered. This success was attended with the capture of the islands of St. Martin and Saba, and the two Dutch colonies of Demerary and Issequibo on the Spanish main.

Sir George Rodney's subsequent conduct in confiscating the property found on the island of St. Eustatia, was such as demanded the thanks of his country, and not the treatment which he received. His motives have been openly discussed in the public face of the legislative * assembly of his Country, and proved to have been upright and disinterested. It was a task that demanded the mind and firmness of a Cato; and Sir George, by his conduct, shewed that he possessed it: and though the many-headed monster that had so long basked unnoticed by the English government, reared all its heads in anguish at the deadly wound it had received, and strove to

* Sir George's, and General Vaughan's, replies to Mr. Burke in the House of Commons.—Debrett's Debates, 1781, vol. v, p. 90.

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interest the natural humanity of the inhabitants of Great Britain; yet will posterity clearly discern the specious delusion of its tale, and give that verdict in favour of Sir George Rodney which his noble character demands.

The island of St. Eustatia, as Sir George declares in his letter * to Philip Stephens, Esq. of the 6th of March (1781), had long been an asylum for men guilty of every crime, and a receptacle for the outcast of every nation:

"I think it my duty," adds this zealous officer, "to lay before their Lordships the resolution General Vaughan and myself have taken relative to the securing this important conquest to Great Britain, and *that she might avail herself of all its riches, as an atonement for the injuries it has done her.*

"We thought that this nest of smugglers, adventurers, betrayers of their Country, and rebels to their King, had no right to expect a capitulation, or to be treated as a respectable people: their atrocious crimes deserve none; and they ought to have known that the just vengeance of an injured empire though slow, is sure.—An agent, and many French merchants resided in this island; and, that no national reflection may be cast, with justice, upon the honour of Great Britain (though the French magazines of provisions and stores have been seized) their persons have been treated with respect; and they will be allowed to carry with them in cartel vessels to Guadaloupe, and Martinique, all their household furniture †, plate, linen, &c. &c. and their numerous household slaves. The Dutch Amsterdam merchants will likewise be allowed proper cartel ships to carry them and their families, with their household furniture. The guilty American merchants, and the equally guilty Bermudian, and British, though obliged to retire, will be permitted to take with them their household goods and personal effects."

In a preceding letter to Commissioner Laforey, dated 27th February 1781, Sir George says—"I have daily experience of iniquitous practices, and the treasonable correspondence carried on by those, calling themselves British Merchants, settled in this Dutch and the neighbouring islands; and am fully convinced, by intercepting hundreds of letters, that if it had not been for their treasonable correspondence and assistance, the American war must have been long since finished; nor could the French Islands have been supported. It was

* Collection of Letters from Sir George Rodney, relative to the capture of St. Eustatia, published by Debrett, &c. in 1789.

† This was accordingly done, and all their personal property was in consequence secured in the French islands.

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from this island, after the battle of the 17th of April last (1780) that the French fleet were enabled to return to Martinique. They sent from this island two vessels loaded with cordage, and naval stores, and filled with carpenters, who joined them under Bermuda; and by such assistance enabled eight of them, who must otherwise have bore away for St. Domingo, to keep company with their fleet.

With the following letter, from both the admiral and general, we shall for the present conclude our observations on this event.

To Lord George Germain.

MY LORD, *Barbadoes, 26th June* 1781.

We have been honoured with your Lordship's letter of the 30th of March, communicating to us the King's royal * approbation of our conduct, in the capture of St. Eustatius, St. Martin's, and Saba, and acquainting us of his Majesty's most generous gift of the property of the enemy, captured in these islands, to his army and navy.

So great and royal a bounty was far beyond our most sanguine expectations.

We had no views whatever but doing our duty, and executing his Majesty's commands, concluding the whole was the property of the crown; and without one selfish view, thought it a duty incumbent on us, to seize, for his Majesty's use, all the effects of an island inhabited by rebellious Americans, and their agents, disaffected British factors, who from base and lucrative motives were the great support of the American rebellion; traitors to their King, and Patricides to their Country. These, mixed with Jews and Dutch, who regardless of the treaties subsisting between Great Britain and Holland, had traitorously conspired, and for years supported the public enemies of the state, and the rebellion of our deluded colonies; who but for such support and encouragement, the unhappy differences with that country had long since subsided.

Such, my Lord, were the inhabitants of St. Eustatius, loaded with the accumulation of every crime that was possible for subjects to commit towards the ruin of their country.

Judge then, my Lord, what we must feel in being threatened with innumerable prosecutions for doing our duty; and that men guilty of such atrocious crimes should meet support from any individual in a British Parliament!

We should scorn to take the effects of any honest or just man; and if there be any such who are inhabitants of St. Eustatius, although the laws of war might make it lawful prize, yet God forbid we should distress the innocent.

* In the month of May his Majesty settled an annuity of 2000l. per annum on Sir George; 500l. on Lady Rodney; 1000l. on his eldest son; and 100l. on each of the younger children.

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We thought it a duty incumbent upon us to act as we have done; and that men who had been contending for the ruin of their country, should in return be exposed to its just resentment.

This being our situation, and regardless of the threats of such British merchants, who by their support and credit have contributed to this infamous commerce, so detrimental to the state, and for which we are told numerous actions are already commenced against us; yet we have not a doubt but that his Majesty, from his known justice and magnanimity, will give his royal commands that we meet with that support from administration, that officers serving their country, and executing his royal orders, flatter themselves they will receive.

We have the honour to be, with the highest respect,

My Lord,

Your Lordship's most faithful obedient Servants,

G. B. RODNEY.
JOHN VAUGHAN.

We shall not dwell on the manœuvres that passed between the fleets of Sir George Rodney, and Count de Grasse, assisted with the troops under the command of the Marquis de Bouille, in the spring of this year (1781). The latter had by far the superiority in number of ships, over the English admiral, yet stedfastly avoided coming to action. The island of Tobago being suddenly attacked by the count, with all his force, surrendered on the 2d of June *. He was instantly pursued by Admiral Rodney, yet still without being able to bring on a general action. Towards the close of the year Count de Grasse sailed for America; and Sir George †, having resigned the command to the gallant Sir Samuel Hood, shifted his flag to the Gibraltar, which with difficulty was kept afloat, and arrived in Cawsand Bay on the 21st of September ‡, in a very precarious state of health from

* Charnock's Biog. Navalis.

† On the 6th of November 1781, he was made Vice Admiral of Great Britain on the death of Lord Hawke.

‡ Admiral Rodney landed at Mount Edgecumbe. From thence, after some stay, he arrived in his barge, with Admiral Hughes who came passenger from Cork, at the Victualling Office. After taking a survey of the different offices, he walked to the Prince George, attended by a number of spectators, and set off for London amid the acclamations of a large concourse of British tars. Lord Powis's house in Albermarle-street had been taken for his residence, where he arrived, after waiting on the King at Windsor, on the 24th in the evening. On the 26th he was at the levee.

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the continued anxiety, and harrassing service, he had so long endured.

Sir George Rodney concluded his distinguished services with a most brilliant and decisive victory; one that came opportunely to screen him from the malice of his enemies, whose evil spirit continued unsubdued, and had nearly gained the summit of its diabolical intentions.

As soon as Sir George Rodney had in some degree re-established his health, he hastened to resume his command in the West Indies. On the 13th of December (1781) he made the signal for his squadron, consisting of twelve sail of the line, to unmoor. On the 17th he anchored in Cawsand Bay, where he was detained by contrary winds until the 8th of January (1782). Being forced to put back by heavy squalls from the south west, he was driven into Torbay, from whence he again sailed on the 14th of January, and on the 15th passed Plymouth. On the 19th of February he arrived at Barbadoes; and formed a junction with Rear Admiral Sir Samuel Hood on the 25th, to the windward of Antigua. Being soon afterwards joined by the Duke, Valiant, and Warrior, from England, he found himself at the head of a fleet consisting of 36 ships of the line.

His first object was to intercept the convoy which the enemy daily expected; and in order to accomplish this he had made such a disposition of his fleet that it extended from the latitude of Desiada, to that of St. Vincent's, with a line of frigates to windward, which it was thought impossible for any convoy to escape: yet by making Desiada, and keeping close under Guadaloupe and Dominica, they eluded Sir George's vigilance, and arrived safe in Port Royal Bay by the 21st of March.

Admiral Rodney, on hearing of this, immediately returned to Gros Islet Bay, St. Lucia, where he refitted and revictualled his fleet with five months provisions, ordering a watchful eye to be kept on the Count de Grasse. On the fifth of April Sir George received advice by Captain Byron, of the Andromache, that the enemy were embarking; and on

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the 8th he made the signal of their coming out, and standing to the N. W. The admiral then gave orders for a general chase: before day light, he came up with the enemy under Dominica, where both fleets were for some time becalmed. The French fleet, consisting of thirty-four * ships of the line, two of fifty guns, ten frigates, seven armed brigs, two fire ships and a cutter, first getting the wind, stood for Guadaloupe, followed by the English van division under the brave Sir Samuel Hood, who for a considerable time was alone opposed to the whole force of the enemy.

The enemy's cannonade ceased upon the approach of the rear division. During the night of the ninth instant, our fleet lay by to repair damages, for the ships of the van had been much hurt: on the tenth it continued to turn to windward under an easy sail; the enemy's fleet did the same. It was impossible for Admiral Rodney to force them, in the situation they were, between the Saints and the island of Dominica. On the 11th, the enemy having gained considerably to windward, and the wind blowing a fresh and steady gale; the signal was made for a general chace to windward, which lasted the whole day. Towards sun-set some of the headmost ships of our fleet approached near to one of the enemy, that had received damage in the late action; and had certainly taken her if Count de Grasse had not bore down with his whole fleet for her protection. Sir George, who had eagerly watched for this opportunity, threw out the signal for the form of sailing, and stood with the whole fleet to the southward, until two in the morning, when he completely gained the windward of the enemy, and entirely precluded their retreat. By seven in the morning of the 12th, the two fleets were engaged. No visible impression was made until about noon, when Sir George Rodney in the Formidable, followed by his seconds the Namur and Duke,

* The Caton and Jason, 64 guns, with two frigates and a corvette, were detached from the fleet, before the action of the 12th took place, to Cape Francois.

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bore directly with full sail athwart the enemy's line *, and broke through about three ships short of the centre. This completely decided the fortune of the day; but the action continued until sun-set, at which time Sir Samuel Hood came up to the Ville de Paris, and poured in a most destructive broadside; when, as Sir George Rodney devoutly begins his letter to the Admiralty—"It pleased God, out of his divine providence, to grant to his Majesty's arms a most complete victory over the fleet of his enemy, commanded by the Count de Grasse, who was himself captured with the Ville de Paris, and four † other ships of the fleet, besides one sunk in the action."

* According to Mr. Clerk in his Naval Tactics (vol. ii. p. 33 and 34), this was the first action in which the line of the enemy was broke by an attack from the leeward. In the course of the actions of the 9th, and 12th of April, the following maxims were illustrated:

"1. The difficulty which an enemy's fleet will find in making an escape to the leeward.

"2. That the crippling of some of his ships will be a necessary consequence of the efforts made to effect this escape.

"3. That the protection given to ships crippled in consequence of these efforts, as it was the cause of bringing on the actions of both the 9th and 12th, and had nearly produced an action on the 10th, will also be a cause of bringing on an action on all future occasions, of the like nature, or in like circumstances.

† *French ships taken.*

La Ville de Paris	110	Had on board in the action 1300 men.
Le Glorieux	74	750 men, 150 soldiers.
Le Cæsar	74	750 men, 150 ditto.
L'Hector	74	750 men, 150 ditto.
L'Ardent	64	650 men, 100 ditto.

One sunk, name unknown, we believe le Diadéme. The Jason and Caton, ships of the line, with two frigates, which were not in the action, were afterwards taken by Sir S. Hood off Porto Rico.

OFFICERS KILLED.

Royal Oak	First Lieutenant, Mr. Gwatken.
Alfred	Captain Bayne.
Montague	Mr W. Cade, Master.
Valiant	Second Lieutenant, Mr. R. Wimbleton.
Formidable	Lieutenant Hele.
Hercules	Lieutenant Hobart.
America	Lieutenant Collowhill.
Anson	Captain Blair.
Torbay	Lieutenant Manner, of the marines.
Resolution	Lord Robert Manners, only brother to the Duke of Rutland, Captain, who died of his wounds on his passage home.
Agamemnon	Lieutenant Brice died of his wounds.

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Admiral Rodney particularly mentioned the noble behaviour of his second in command, Sir Samuel Hood; he also declared that his third in command, Rear Admiral Drake, deserved the highest praise, as did Commodore Affleck for his gallant behaviour in leading the centre division: his own captain, Sir Charles Douglas, was also noticed for his unremitted diligence and activity. He declared that he wanted words to express his sense of the meritorious conduct of all his captains, officers, and men, who had a share in this glorious victory, obtained by their gallant exertions.

In every point of view was this success important to Great Britain. The design of the confederated powers was entirely baffled; since the land forces intended for the Jamaica expedition, with their train of artillery, and thirty six chests of money, were on board the Ville de Paris and the other captured ships. The Marlborough, Captain Penny, led to action on the 12th of April. The Duke, Captain Gardner, first broke through the enemy's line. The conduct of the Canada, Captain Cornwallis, excited great admiration: after singly engaging a French 74 until she struck, he bore down to the Ville de Paris, and was the longest engaged with her while the French fire was most violent. The Ville de Paris struck her colours about ten minutes after Sir Samuel Hood came alongside of her; by one broadside from the Barfleur sixty men fell, at which time there remained only three upon deck that were not wounded. The French ship le Diadéme, that sunk, received her fatal broadside from the Formidable, three tier of whose guns made but one platoon report. On Monday, the 29th of April, Admiral Rodney carried his prizes into Port Royal Harbour, Jamaica. Soon after Admiral Pigot's arrival, Sir George shifted his flag into the Montague, 74 guns; and, sailing from Port Royal on the 23d of July, arrived at his house in Hertford Street, May Fair, on the evening of Monday, the 23d of September.

The Gazette, from some mistake, makes 230 killed, and 759 wounded; whereas the total amount when summed up was 1103—Wounded 766; killed, 337. It is imagined the French lost ten or twelve thousand men.

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Thus closed the professional career of this distinguished officer; who, on June 19th (1782), after receiving the thanks of both Houses, had been advanced to the rank of a peer of Great Britain, by the title of Baron Rodney, of Rodney Stoke, in the county of Somerset; and, on the 1st of July following, had been voted a pension of 2000l. per annum, to descend to his heirs. These rewards his long services and merit certainly claimed; nor was his Country slow in proffering them: but how precarious and uncertain at one time was their final accomplishment! Had Sir George Rodney not succeeded, what would have been the consequence? an admiral was actually sailed to supersede him. Sir George, though overcome, would have displayed equal powers, nay, most probably would have exerted greater, if greater could have been exerted; but then these would have sunk, with his name, into oblivion, and the worthy admiral have been left

> "Weary, and old with service, to the mercy
> Of a rude stream that would for ever hide him."

Such is the truth: and, though painful to record, it should not be passed unnoticed, as it contains a memorable instance of the venom which arises from a poisonous source, that cannot be too sufficiently marked and reprobated. Though victory for a time baffled its strength, Lord Rodney, before he died, suffered severely from its violence; and even in the moment of victory, so much did he dread its bitter effects, that he wished the last shot fired from the Ville de Paris might terminate his life.—One who knew him well has declared, "That as an officer of nautical abilities, none were his superiors, and but few his equals." He possessed a bold original genius, which always carried him directly to the object he had in view. As a man, he was benevolent, generous, and friendly. "I knew him," says a correspondent, "from my infancy, and he ever treated me as his son. I have seen him write private letters, and dictate to three secretaries, at the same time. He was an officer of great professional abilities, and deserved success. Few men possessed

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more humanity, or knew their dignified situation better than Lord Rodney." In private life he displayed the manners of an accomplished gentleman: and he, who when called by his Country, could hurl its thunders against the foe, and lead its navies unto victory, was in the piping times of peace the ornament of domestic society, and a pattern of that elegant and polished behaviour which distinguishes the higher orders among us. We conclude this Memoir of his services with the following lines from the Laureat's ode:

——And hark! on yonder Western main,
Imperious France is taught to know,
That Britain re-assumes her reign;
Her thunders only slept to strike the deeper blow.
Ye nations hear! the Gallic star
Shorn of its beams th' horizon leaves;
That fatal firebrand of the war
No longer dazzles and deceives.
Record it in the fairest light
Of faithful hist'ry's future page,
THEY ONLY TRIUMPH'D WHILST THEY SHUNN'D THE FIGHT,
WE, WHEN WE FORC'D THEM TO ENGAGE. WHITEHEAD.

Lord Rodney died in London on the 24th of May 1792. At Spanish town, Jamaica, a temple was built to receive his statue, which, we believe, was executed by Mr. Bacon. A monument was also erected by government in Westminster Abbey to commemorate the memory of Lord R. Manners, and the Captains Blair and Bayne. The address on this occasion to his Majesty was moved by Mr. B. Gascoyne. For Lord Rodney's interesting speech on the St. Eustatius prize money bill, vid. Debrett's Parliamentary Register for 1786, vol. xx. p. 187.

ARMS.] Or, three eagles displayed purpure, two and one.

CREST.] In a ducal coronet or, a demi-eagle displayed purpure.

SUPPORTERS.] Two eagles, purpure, beaked. Azure, membered, or, each supporting the banner of England, proper, encircled with a ducal coronet, or.

MOTTO.] Non generant aquilæ columbas.

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DESCRIPTION OF PLATE IX.

Correct View of the Position of the British Fleet, under the command of Admiral Sir George Bridges Rodney, *and that of the French, commanded by the* Count de Grasse, *at Noon on the 12th of April* (1782), *off Prince Rupert's Bay, Dominica. Wind E. to E. N. E.*

THIS view was taken from the northward, and near the centre of both lines of battle. The French line is on the larboard tack extending towards the S.S.E. The British line is on the contrary tack; its rear, which on this tack became the van, under Sir Francis Drake, extending to leeward to the rear of the enemy. The British centre is nearly opposite to that of the French.

Admiral Rodney, in the Formidable, is luffing up, after having poured his starboard broadside, with great effect, into the second astern of the Count de Grasse, and with his larboard guns kept up such an incessant fire on the rest of the French centre coming up, as threw them into great disorder, and caused their ships to run foul of each other.

The Formidable is seen followed by the Namur, and the rest of the centre. The Duke was second ahead to Admiral Rodney, and, with the rest of the British centre and van, kept up a most spirited fire on the broken line of the French, so as greatly to increase their confusion and dismay: by this manœuvre their line was broken into three different parts or divisions. That part, which extended from their centre to the rear, kept away large, in hopes of again joining the rest of their fleet; the Centre did the same: the Van still kept their wind, not daring to close with Sir Samuel Hood's division, which, on this tack, was the rear of the British fleet.

List of the French Squadron under COUNT DE GRASSE *on the 9th and 12th of April*, 1782.

LIGNE DE BATAILLE DANS L'ORDRE NATURELLE.

ESCADRE BLANCHE ET BLEUE.

PREMIER DIVISION.

Flamme mi-partie, Blanche et Bleue, au mat de misaine. White and blue flag at the foremast.

Le Souverain	74	L'Hercule	74
L'Auguste	80	Le Northumberland	74

Frigates, &c. Experiment, 50; Le Sagittaire, 50; La Résolve, L'Hypocrite.

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Pub.d as the Act directs May 1.1799. by Bunney & Gold.

Sir G.: B.: Rodneys: station on the 12.th of: April 1782.

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DEUXIEME DIVISION.

Idem, au grand mat. The same at the main mast.

Le Zéle	74	Le Conquérant	74
Duc de Bourgogne	80	Le Marsellois	74

Fregates, Le Cornwallis, La Concorde.

TROISIEME DIVISION.

Idem, au mat d'artimon. The same at the mizen.

L'Hector	74	La Magnanime	80
Le Cæsar	74	Le Diademe	74

Fregate, L'Engageante.

ESCADRE BLANCHE.

QUATRIEME DIVISION.

Flamme blanche au mat de misaine. White flag at the foremast.

Le Glorieux	74	Le Scepter	74
L'Eveillé	64		

Fregate, Le Richmond.

CINQUIEME DIVISION.

Idem, au grand mat The same at the main mast.

Le Languedoc	84	Le Ville de Paris	106
La Couronne	84		

Fregates, La Medée, Le Clairvoyant, L'Iris.

SIXIEME DIVISION.

Idem, au mat d'artimon. The same at the mizen.

Le Reflechè	64	Le Scipion	74
Le St. Esprit	84	Le Palmier	74

Fregate, La Galathée.

ESCADRE BLEUE.

SEPTIEME DIVISION.

Flamme Bleu au mat de misaine. Blue flag at the fore-mast.

Le Jason *	64	Le Citoyen	74
Le Destin	74	Le Dauphin Royal	74

Fregate, La Frippone.

HUITIEME DIVISION.

Idem, au grand mat. The same at the main-mast.

L'Ardent	64	Le Neptune	84
Le Triomphant	84	Le Magnifique	74

Fregates, L'Astrée, La Cerés.

NEUVIEME DIVISION.

Idem, au mat d'artimon. The same at the mizen.

Le Caton *	64	La Bourgogne	74
Le Brave	74	Le Pluton	74

Fregate, L'Amazone.

Those marked (*) were detached before the action, with two frigates, and a corvette.

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BRITISH LINE OF BATTLE,

GIVEN BY

SIR GEORGE BRIDGES RODNEY,

PREVIOUS TO THE

ACTION on the 12th of APRIL 1782.

The Royal Oak *to lead on the Starboard Tack, and the* Marlborough *on the Larboard*

FRIGATES.		SHIPS NAMES.	Guns.	CAPTAINS &c.
Lizard*	*Rear Admiral Sir Samuel Hood's Division.*	Royal Oak	74	Capt. Thomas Burnett.
		Alfred	74	William Bayne.
		Montague	74	George Bowen.
La Nymphe*		Yarmouth	74	Anthony Parry.
		Valiant	74	Samuel Granston Goodall.
Champion to repeat signals		Barfleur	90	Sir Samuel Hood, Bart. Capt. John Knight.
		Monarch	74	Capt. Francis Reynolds.
Zebra		Warrior	74	Sir James Wallace.
		Belliqueux	64	Alexander Sutherland.
Alecto		Centaur	74	John Inglefield.
		Magnificent	74	Robert Linzee.
		Prince William	64	George Wilkinson.
Convert*	*Sir G. B. Rodney, Bart. Commander in Chief's Division.*	Bedford	74	Commodore Edmund Affleck. Capt. Thomas Graves.
Endymion		Ajax	74	Capt. N. Charrington.
		Repulse	64	Thomas Dumaresq.
Alarm		Canada	74	Hon. W. Cornwallis.
Andromache		St Albans	64	Inglis
		Namur	90	R. Fanshawe.
Fortunée*				
Flora to repeat signals		Formidable	90	Sir G. B. Rodney, Bart. Capt. Sir C. Douglas, Bart. Capt. John Symons. Capt. Lord Cranston.
Alert		Duke	90	Capt. Allan Gardner.
Sybil*		Agamemnon	64	Benjamin Caldwell.
Pegase*		Resolution	74	Lord Robert Manners.
		Prothee	64	Charles Buckner.
Salamander*		Hercules	74	Henry Savage.
		America	64	Samuel Thompson.
Germain*	*Rear Admiral F. S. Drake's Division.*	Russell	74	James Saumarez.
Blast*		Prudent*	64	Andrew Barkley.
Triton		Fame	74	Robert Barber.
		Anson	64	William Blair.
		Torbay	74	John Lewis Gidoin.
		Prince George	90	James Williams.
Eurydice to repeat signals		Princessa	90	Rear Adm. Francis S. Drake. Capt. Charles Knatchbull.
		Conqueror	74	Capt. George Balfour.
		Nonsuch	64	William Truscott.
Santa Monica*		Alcide	74	Charles Thompson.
		Arrogant	74	Samuel Cornish.
		Marlborough	74	Taylor Penny.

All accidental Frigates to be opposite the centre Division.

The Ships marked thus * not with the Fleet during the action.

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NAVAL LITERATURE.

Captain Vancouver's Voyage of Discovery to the North Pacific Ocean, and round the World, principally with a View to ascertain the Existence of any Navigable Communication between the North Pacific and North Atlantic Oceans.

(Concluded from Page 233.)

CAPTAIN VANCOUVER anxiously endeavoured to promote an humane and friendly intercourse between the Monarchs of Owhyee and Mowee, and with much success. The following passage will afford satisfaction to a reflecting mind, as it shews what great advantages to the general welfare of our Fellow Creatures are likely to arise from those voyages of discovery which have been undertaken under the auspices of his present Majesty:

Every hour produced some new intelligence, to convince me of the necessity of bringing, if it were possible, to an immediate conclusion, the ambitious pretensions of these sovereigns; being now decidedly of opinion, that a continuation of such commotions would soon desolate these islands, and render them incapable of affording those abundant and excellent supplies we had constantly derived, and without which the English traders would be ill qualified to maintain the commerce of north-west America. Whereas, if peace could be happily established, and the inhabitants be prevailed upon to be satisfied, and to live in harmony and good fellowship with each other, they would readily return to their habitations, and to their former employments, of cultivating the land, and the other peaceful arts. These occupations would be immediately resumed with great energy; and the ability of procuring European commodities, for the purpose of imitating our manners and fashions, by the produce of their own labour and ingenuity, would stimulate them to an industry and exertion that would be attended with so abundant an increase of productions, as would render the supplies of these islands almost inexhaustible; especially, as the breed of black cattle, sheep, and goats, already introduced, when established under such happy circumstances, would soon greatly increase.

These ideas I communicated to *Tomohomoho*, who listened to them with the greatest attention, and expressed much pleasure in looking forward to so happy an event; and assured me, that *Titeeree* and *Tai*

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would gladly accede to the measures I had to propose, but that *Kowmotoo* and *Tianna* were not to be trusted.

Our navigators arrive, on the 26th of May, in Fitzhugh's Sound; and recommence the survey of the preceding year with great diligence and incredible fatigue. In a channel, only a mile in width, they traversed repeatedly from shore to shore, without finding bottom with 185 fathoms of line, though within half a cable's length of the rocks. The survey of the branches of various inlets continued to be performed in boats detached in different directions. Captain Vancouver, at one time, was absent on this perilous service *twenty-three days; during which, from their outset to their return, he traversed in an open boat above 700 geographical miles.*

Our provisions being now so nearly exhausted, that we each dined this day on half a pint of pease, we were under the necessity of keeping on our oars, or under sail all night; and about seven in the morning we arrived on board, much to the satisfaction of all parties, as we had now been almost entirely confined to the boats for twenty-three days, in which time we had traversed upwards of 700 geographical miles without having advanced our primary object, of tracing the continental boundary, more than twenty leagues from the station of the vessels. Such were the perplexing, tedious, and laborious means by which alone we were enabled by degrees to trace the north-western limits of the American continent.

Captain Vancouver regrets that he had not with him one or two vessels of 30 or 40 tons burthen, calculated as well for rowing as for sailing, to assist him in the unremitting investigation he was obliged to pursue; as by this means much dispatch would have been given to the survey, and their labours would have been carried on with much less danger and hardship than they now constantly endured. Wearied and harassed from the endless windings of so perplexing a coast, among clusters of islands, breakers, and rocks, whose intricate navigation produced repeated disappointment, and but little reward for such incessant laboru, he thus delivers his sentiments on the main object of the voyage, with which we shall conclude our consideration of the second volume:

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In the morning of the 25th, being assisted by a strong ebb tide, they quitted this small * river, which, with the other in Port Essington observed in Mr. Whidbey's late excursion, are the only two streams that had yet been discovered to the north of the River Columbia. These are too insignificant to be dignified by the name of rivers, and in truth scarcely deserve the appellation of rivulets; but should it hereafter be thought expedient, in support of the late prevailing conceits, and to establish the pretended discoveries of De Font, De Fonta, or De Fuentes, that one of these brooks should be considered as the Rio de los Reys, leading into Lake Bell, I must beg leave to premise, that neither of their entrances will be met with under the parallels of 43, 53, or 63 degrees of north latitude; these being the several different positions assigned to the entrance of this most famous Rio de los Reys, by speculative closet navigators.

Had any river or opening in the coast existed near either the 43d or 53d parallel of north latitude, the plausible system that has been erected would most likely have been deemed perfect; but, unfortunately for the great ingenuity of its *hypothetical projectors*, our *practical labours* have thus far made it totter; the position of the former stream, seen by Mr. Whidbey, falling into Port Essington, being in latitude 54° 15′; that of the latter in latitude 54° 59′, neither of which will correspond with any of the positions above-mentioned.

The third volume, containing 505 pages and six plates, is divided, like the preceding ones, into two books. The first (*book the fifth*) describes their third visit to the Sandwich Islands; enter and proceed up Cook's River; discover its final determination, proving it to be only an arm of the sea; arrive in Port Chalmers; survey of Prince William's Sound in boats; pass Port Mulgrave; transactions in Cross Sound; proceed to the southward along the exterior coast of King George the Third's archipelago: and complete the survey of the continental shores of North West America: time employed, from December 15, (1791) to August 22, (1794). The second book in this volume (*book the sixth*) contains an account

* Mr. Johnstone gave the following account of this river. The small opening in the shallow bank was the mouth of a little river not exceeding in width a ship's length; and, from every appearance, it seemed to be navigable only for canoes. Through both the flood and ebb tide rushed with great force, but more particularly the latter; and though it is not more than four miles from the main arm, where the water is in all respects perfectly oceanic, that which was discharged here at the latter part of the ebb was perfectly fresh.

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of their passage to the southward, along the western coast of America; their arrival at Nootka and Monterry; account of the three Marias Islands; they visit the Island of Cocos; see the Gallipagos Islands, and ascertain their situation; arrive at Valparaiso, visit St Jago, the capital of Chili; double Cape Horn; useless search for Isla Grande; arrive at St. Helena; proceed to Ireland under convoy of the Sceptre; notes and miscellaneous observations: time employed in this book was from August 22, (1794), to September 13, (1795).

The introduction of naval architecture at Owhyee is thus related:

—An Englishman, whose name was Boid, formerly the mate of the sloop Washington, but who had relinquished that way of life, had entered into the service of *Tamaahmaah*. He appeared in the character of a shipwright, and had undertaken to build, with these materials, a vessel for the king, after the European fashion; but not having been regularly brought up to this business, both himself and his comrades, Young and Davies, were fearful of encountering too many difficulties; especially as they were all much at a loss in the first outset, that of laying down the keel, and properly setting up the frame; but could they be rightly assisted in these primary operations, Boid (who had the appearance of being very industrious and ingenious), seemed to entertain no doubt of accomplishing the rest of their undertaking.

This afforded me an opportunity of conferring on *Tamaahmaah* a favour, that he valued far beyond every other obligation in my power to bestow, by permitting our carpenters to begin the vessel; from whose example, and the assistance of these three engineers, he was in hopes that his people would hereafter be able to build boats and small vessels for themselves.

An ambition so truly laudable, in one to whose hospitality and friendship we had been so highly indebted, and whose good offices were daily administering in some way or other to our comfort, it was a grateful task to cherish and promote; and as our carpenters had finished the re-equipment of the vessels, on the 1st of February they laid down the keel, and began to prepare the frame work of His Owhyhean Majesty's first man of war. The length of its keel was thirty-six feet, the extreme breadth of the vessel nine feet and a quarter, and the depth of her hold about five feet; her name was to be The Britannia, and was intended as a protection to the royal person of *Tamaahmaah*; and I believe few circumstances in his life ever afforded him more solid satisfaction.

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It was not very likely that our stay would be so protracted as to allow our artificers to finish the work they had begun; nor did the king seem to expect I should defer my departure hence for that purpose, but confided in the assertion of Bold, that with the assistance we should afford him, he would be able to complete the vessel.

Before Captain Vancouver left the island, her frame was completely fixed, and all that remained to be done was some part of her planking, and fitting up her inside according to the taste and fancy of *Tamaamaah*. Having no doubt but all this would be effected with little difficulty by themselves, on Saturday our carpenters were ordered to repair on board with their tools. Besides the assistance I had afforded in building the hull of the vessel, I had furnished Tamaamaah with all the iron work she would further require, oakum and pitch for caulking, proper masts, and a set of schooner sails, with canvas, needles, and twine to repair them hereafter. With respect to cordage, they had a sufficiency of their own manufacture for her rigging, schooner fashion, and every other necessary purpose. Very little doubt can be entertained of the exalted pleasure Tamaamaah would enjoy in the attainment, by honourable means, of so desirable an object as his new schooner.

Our navigators leave the Island of Owhyhee with great regret, after meeting with an hospitality and liberal treatment that would do honour to more polished nations; and though we must weep *o'er Cook's Morai*, we behold the character of those islanders in a new and favourable light. Many of the officers on board the Discovery, as we have been informed, wished to spend the remainder of their days among them. The chieftains of Owhyhee, in their pristine manners and disposition, strikingly remind us of the Grecian leaders in the Iliad. We discern among them the sternness of Achilles, the pride of Agamemnon, and even the pacific tenderness of Nestor.

The succeeding day was passed in receiving farewell visits, and making farewell acknowledgements to our numerous friends, who all expressed the high satisfaction they had experienced during our residence amongst them, and the deep regret they felt at our departure from the island; after which they were seen to steal away gently and reluctantly from a scene that had afforded them so many valuable acquirements, and so much pleasing entertainment. By sun-set nearly the whole group was dispersed in the several directions to which their inclinations or necessities led. The occurrences of this day did not pass over with-

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ons producing some impressions on our sensibility, from the repeated ardent solicitations that we would come back to them again, and from the undisguised sincerity of the wishes and prayers that were offered up for our future happiness and prosperity.

As our departure was to take place with the first breeze from the land, *Tamaahmaah* and his queen, unwilling to take leave until the very last moment, remained on board until near midnight, when they departed, with hearts too full to express the sensations which the moment of separation produced in each; with them their honest and judicious counsellors, Young and Davis, returned to the shore. The good sense, moderation, and propriety of conduct in these men, daily increased their own respectability, and augmented the esteem and regard not only of the king and all his friends, but even of those who were professedly adverse to the existing government, and who consequently were at first inimical to their interest.

As it was a great uncertainty whether we should or should not return again to these islands, I had given these two worthy characters their choice of taking their passage with me to their native country, or of remaining on the island in the same situation which they had so long filled with credit to themselves, and with so much satisfaction to the king and the rest of the principal people. After mature consideration, they preferred their present way of life, and were desirous of continuing at Owhyee; observing, that being destitute of resources, on their return home (which, however they spoke of in a way that did honour to their hearts and understandings), they must be again exposed to the vicissitudes of a life of hard labour, for the purpose of merely acquiring a precarious supply of the most common necessaries of life; objects which, for some years past, had not occasioned them the least concern. Nor was it probable that they would be liable hereafter to any sort of inconvenience in those respects; for, besides the high reputation and universal good opinion they had acquired amongst all classes of the inhabitants, they were now considered in the light of chiefs, and each of them possessed a considerable landed property. Here they lived happily, and in the greatest plenty; and to their praise be it spoken, the principal object they seemed to have in view was, to correct by gentle means the vices, and encourage by the most laudable endeavours the virtues of these islanders. In this meritorious undertaking they had evidently made some progress; and there are reasonable grounds to believe, that by steadily pursuing the same line of conduct, it will in time have a due influence on the general character of these people. From us they received every attention that could serve to raise them in the estimation of the natives, and such an assortment of useful articles for promoting their comforts as it was in our power to afford.

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From the following passage there still appears to be some land in the Pacific yet undiscovered.

The southerly gale produced a smooth sea, and as towards night we approachsd the parallel where Captain Cook had noticed some indications of the vicinity of land, we stood to and fro under an easy sail until the morning of the 26th, when with a strong gale from the westward we passed about fifteen leagues to the north-westward of the Resolution's track in the year 1778. Throughout the day the weather was clear, which enabled us to gain a distant view in all directions, but nothing was seen to intercept the horizon. The latitude at noon was 40° 45′, which was extremely well ascertained by good observations. The longitude 200° 17′ was deduced from altitudes of the sun, and from the chronometers both before and after mid-day, when the variation was found to be 15° 43′ eastwardly. Few oceanic birds visited us in this situation. Two pieces of drift wood were passed this day; one piece appeared to have been a great length of time in the water, as it swam very deep, and was nearly covered with barnacles, the other was much more buoyant, and had on it but few of those shell fish. These were the only pieces of drift wood, and the only indications of the vicinity of land seen by us between the Sandwich Islands and the American coast. I was, however, afterwards informed by Mr. Puget, that in his passing these regions between the 37th and 39th degrees of latitude, about four degrees to the westward of our track, he saw, besides petrels and other oceanic birds, puffins, and a bird of the diver kind; and that for a few hours, in the latitude of about 39°, the surface of the sea was remarkably smooth. Messrs. Portlock and Dixon also in their voyage, in two similar passages about the same latitude, and in longitude 206°, saw seals, puffins, and other indications that induced them to think some undiscovered land was not far remote; but the weather being then, as it was also at the time of the Chatham's passing, very foggy, this fact could not be ascertained. As such indications are by no means common in the North Pacific, they favour the conjecture that some land, though possibly of no very great extent, still remains unknown to Europeans in this neighbourhood.

On finishing the examination of what had been termed *Cook's River*, but what Captain Vancouver, at considerable peril, discovered to be only an inlet, the northern extent of which was found to be in latitude 61° 29′, longitude 211° 17′, he adds, "Thus terminated this very extensive opening on the coast of North America; to which, had the great dis-

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coverer of it, whose name it bears, dedicated one day more to its further examination, he would have spared the theoretical navigators, who have followed him in their closets, the task of ingeniously ascribing to this arm of the ocean a channel, through which a north west passage existing according to their doctrines, might ultimately be discovered.

On quitting Prince William's Sound in June 1794, Captain Vancouver makes some interesting and new remarks relative to some errors in Captain Cook's last voyage. Our readers must be struck with that passage where he speaks with so much feeling of Captain Cook's not living to superintend the last publication of his labours.

I cannot avoid making some observations on the difference in the delineation of Prince William's Sound, as represented in Captain Cook's last voyage, and the result of our late examination, particularly with respect to Montagu Island, which is therein described to be seven miles longer, and to be placed ten miles more to the southward than we found to be its situation and extent.

The west point of Snug Corner Cove is also placed five miles to the south of the observations of Mr. Whidbey and Mr. Johnstone, which agreed very accurately together. In a direction south 20 west, distant seven miles from Cape Hinchinbrook, and nearly at the same distance from the shores of Montagu Island, is a barren, flat, rocky islet, with several rocks lying at a small distance from it. Of this islet no notice is taken either in the chart or history of that voyage, notwithstanding it was then seen, and its situation ascertained to be nearly as we now found it, by those who were at that time on board the Discovery. The observations also that were made by them for ascertaining the latitude of the west point of Snug Corner Cove and Montagu Island, corresponded very nearly with our present calculations. Besides these, I have in other instances detected some errors which are evidently of the press; but it is a circumstance not easily to be reconciled with such high geographical authority, that the abovementioned errors should have taken place in the construction of the chart?. and notwithstanding that I entertain the highest respect and veneration for the Right Reverend and learned editor of those volumes, yet I am of opinion, that had Captain Cook survived to have superintended the publication of his own labours, these errors would have been rectified; and I am led to believe, that they must have arisen from some writing or authentic document relative to this particular part of his researches having been lost or mislaid. This opinion is founded on the great deficiency of nautical information in the history of that

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voyage, respecting the space between the south point of Kaye's Island and Cape Elizabeth; which by passing through Prince William's Sound, may be said to comprehend a line of sea coast upwards of ninety leagues in extent, and which employed Captain Cook ten days to traverse, namely, from the 11th to the 21st of May 1778, a week of which was spent in passing through this inlet, almost from its most northern to its most southern extremity, in which time sufficient opportunities occurred for making the necessary observations for the latitude, for the longitude by the chronometer, and for the variation of the compass; yet none of these (excepting the situation of the ship on the 12th at noon), nor the position of any one point or station on the coast, nor the islands within those limits, are any where noticed; nor is there any thing relative to the tides, excepting that of the flood coming from the southward, to be met with; nor is there any topographical description of the coast, nor of the rocks and islands that lie off from it, south-westward from Montagu Island to Cape Elizabeth, notwithstanding that that coast was passed at no great distance, and that it was found to take a direction very contrary to what was at that time expected. In addition to this circumstance, the nearly central situation of this capacious inlet in the space in question, and its broken and insular appearance, rendered such an extent of coast the more likely to have been noticed in a particular manner, and would argue an inattention to nautical occurrences which I believe is no where else to be met with in the works of that justly renowned and most celebrated navigator, and which, most probably, will only be discovered by those whose situations may render it expedient for them to resort for information to the result of his unequalled labours.

The minute examination we were empowered to make of Prince William's Sound, not only brought us acquainted with its utmost limits in every direction, but proved it to be a branch of the ocean that requires the greatest circumspection to navigate; and although it diverges into many extensive arms, yet none of them can be considered as commodious harbours on account of the rocks and shoals that obstruct the approach to them, or of the very great depth of water at or about their entrances. Of the former, innumerable have been discovered, and there is great reason to suppose that many others may have existence, of which we gained no knowledge. By what may be collected from our enquiries, Snug Corner Cove, and the passage to it from the ocean, seem to be the least liable to these objections of all places of shelter which the sound affords.

Mr. Whidbey, during his two last boat excursions, particularly noticed the rapid encroachments of the Sea upon the land. Captain Vancouver notices this phenomenon, and

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thus concludes the laborious task of discovery, and the fifth book of his voyage:

Mr. Whidbey, in his observations on Admiralty Island, remarks, that notwithstanding this island seemed to be composed of a rocky substance covered with little soil, and that chiefly consisting of vegetables in an imperfect state of dissolution, yet like the peninsula just adverted to, it produced timber, which he considered as superior to any he had before noticed on this side of America. He also states, that in his two last excursions several places were seen, where the ocean was evidently encroaching very rapidly on the land, and that the low borders extending from the base of the mountain to the sea side had, at no very remote period of time, produced tall and stately timber, as many of their dead trunks were found standing erect, and still rooted fast in the ground in different stages of decay, those being the most perfect that had been the least subject to the influence of the salt water, by which they were surrounded on every flood tide: such had been the incroachment of the sea on these shores, that the shorter stumps in some instances at low water mark were even with or below the surface of the sea.

This same appearance has been noticed before in Port Chalmers, and on this occasion Mr. Whidbey quotes other instances of similar incroachments, not only in Prince William's Sound but also in Cook's Inlet, where he observes similar effects on the shores; and is of opinion, from these evidences, that the shallow banks, occupying so large a part of Gray's Harbour, have recently been produced by the operation of one and the same cause; and it is not less reasonable to conclude, that the waters of the North Pacific have possibly for ages, had a general tendency to produce the same effect on all the coast comprehended within the limits before-mentioned.

The principal object which his Majesty appears to have had in view in directing the undertaking of this voyage, having at length been completed, I trust the precision with which the survey of the coast of North West America has been carried into effect, will remove every doubt, and set aside every opinion of *a north west passage*, or any water communication navigable for shipping existing between the North Pacific and the interior of the American continent, within the limits of our researches. The discovery that no such communication does exist has been zealously pursued, and with a degree of minuteness far exceeding the letter of my commission or instructions; in this respect I might possibly have incurred the censure of disobedience, had I not been intrusted with the most liberal discretionary orders, as being the fittest and most likely means of attaining the important end in question.

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The very detached and broken region that lies before so large a portion of this coast, rendered a minute examination altogether unavoidable: this had frequently the good effect of facilitating the labours of our survey, by its leading us through narrow, shallow, intricate channels, which cut off extensive tracks of broken land, and, by thus shewing their separation from the continent, their further examination became unimportant to the object of our enquiry.

For this reason I have considered it essential to the illustration of our survey to state very exactly not only the track of the vessels when navigating these regions, but likewise those of the boats when so employed, as well when I was present myself as when they were conducted by Mr. Whidbey or Mr. Johnstone, on whom the execution of that laborious and dangerous service principally fell, and to whom I feel myself indebted for the zeal with which they engaged in it on all occasions. The perusal of these parts of our voyage to persons not particularly interested I am conscious will afford but little entertainment; yet I have been induced to give a detailed account, instead of an abstract, of our proceedings, for the purpose of illustrating the charts accompanying this journal, of shewing the manner in which our time, day by day, had been employed, and for the additional purpose of making the history of our transactions on the north west coast of America *as conclusive as possible* against all speculative opinions respecting the existence of a *hyperborean or mediterranean ocean* within the limits of our survey.

Captain Vancouver, on his return, touches at the island of Cocos, of which he gives a more correct description than has yet appeared.

It does not appear from any account with which I am acquainted, to whom we are indebted for the discovery of this valuable little island; nor, indeed, do the several descriptions of the Island of Cocos much accord with each other, or agree with what we found to be its situation or appearance. The island seen by Lord Anson, of which he was within sight for five days, and considered by him to be the Island of Cocos, is stated in his voyage to be situated 15′ to the south of what was found by our calculations to be the latitude of this island; and should this error in the latitude be considered as reconcileable, it is likely we may both intend the same island. I have not the least doubt that the island we last quitted is the same which Chipperton visited, and called it the Island of Cocos. He, I should suppose, anchored in the western bay, but his description is too confined to draw from thence any satisfactory conclusion. But the greatest difference is in the accounts given of the Island of Cocos by Dampier and Lionel Wafer: these differ so very materially from our observations in point

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of extent of situation and appearance, that their representations must either be excessively erroneous, or they must belong to some other island. After taking all these circumstances into consideration, it appeared to me by no means unlikely that some other island might exist not very far remote from this, to which these apparently contradictory reports might more properly apply.

Two opinions were formed respecting an inscription that was found cut on a rock near to our watering-place; the letters, which had been originally but ill executed, were much defaced.

Look ʏ as' you goe for ye I Coco.

This I considered as purporting, "Look to south as you go for the Island of Coco;" but the more prevailing opinion amongst us was, that it meant, "Look as you go for the island Coco," meaning this identical island. The defaced character after the word "Look" might possibly have originally been intended to signify the north, yet as we met with no other in its vicinity, it is probable that this latter opinion was most correct, for which reason I have adopted the name of Cocos for the island in question.

According to the sketch made by Mr. Whidbey, the Island of Cocos is about four leagues in circuit, lying in a north east and south west direction. It is about four miles long and two miles broad, with several detached rocks and islets scattered about its shores: those lying off its south west part extend to the greatest distance, which is nearly two miles, but they cannot be considered as dangerous because they are sufficiently high to be seen and avoided.

On his return to England, our navigator joins the convoy of Dutch prizes under the protection of the Sceptre, Captain Essington, who had sailed from St. Helena on the very day the Discovery and Chatham arrived there. On hoisting in the Discovery's cutter which had been sent to the assistance of one of the prizes, she was by accident stove to pieces. There are few seamen but will sensibly feel the truth of the following sentiments:

I do not recollect that my feelings ever suffered so much on any occasion of a similar nature as at this moment. The cutter was the boat I had constantly used: in her I had travelled very many miles—in her I had repeatedly escaped from danger: she had always brought me safely home; and, although she was but an inanimate conveniency, to which, it may possibly be thought, no affection could be attached, yet I felt myself under such obligation for her services, that when she was dashed to pieces before my eyes, an involuntary emotion suddenly seized

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my breast, and I was compelled to turn away to hide a weakness (for which, though my own gratitude might find an apology) I should have thought improper to have publickly manifested.

At the close of the third volume, we have the following short view of the geographical knowledge obtained of the earth, previous to this expedition, and also some observations on such parts of the globe as yet remain to be explored.

The effecting a passage into the oriental seas, round the Cape of Good Hope, the discovery of America, and the opening of a communication between the Atlantic and Pacific Oceans, by passing either through the Straits of Magellan, or round the islands lying off the southern extremity of Terra del Fuego, engaged the minds and utmost exertions of the most illustrious navigators during the three last centuries. These enterprizes have been duly appreciated, and justly celebrated, for the important lights they have thrown upon the sciences of geography and nautical astronomy, for the improvements they have caused in the arts, for the commercial intercourse which, by their means, has been opened and established with all the maritime parts of the world; and lastly, for the happy introduction of civilization amongst numerous tribes of our fellow creatures.

In the first attempts to accomplish these extensive objects, Great Britain took no part; but no sooner did she perceive the importance, of which they were likely to be to her consequence and prosperity as a maritime state, than her spirit for the attainment of such valuable acquisitions to science became roused. In the course of a very few years no such essential benefits have been secured to mankind, nor has so much geographical knowledge been acquired, as since the commencement of DISCOVERY, undertaken and successfully accomplished by the unremitted labours of British navigators; whose primary considerations have been to direct their enquiries to objects of an useful nature, and to investigate and support the truth by a plain narrative of those facts which fell within the sphere of their observation, rather than to give encouragement by the obtrusion of specious opinions, to hypotheses however ingenious. In consequence of a strict adherence to this principle, the geography of the earth is now placed beyond the influence of conjecture; and is determined by such incontrovertible evidence, that the small spaces that yet remain unexplored in the Pacific, or Indian Oceans, are too insignificant to become an object of enterprize: there are, however, parts of the coasts, both of Asia and America, which would yet afford employment for the labourers in the science of DISCOVERY.

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The Asiatic coast from the latitude of about 35° to the latitude of 52° north, is at present very ill defined; and the American coast, from about the latitude of 44° south, to the southern extremity of Terra del Fuego, is likewise very little known; and I entertain no doubt, had not our late examination of the coast of North-West America, so delayed our return to the southern hemisphere as to prevent my carrying the orders I had received into effect, that I should have derived great satisfaction from a survey and investigation of the shores of that interesting country. If, however, by that portion of his Majesty's commands which I have had the honour to execute, it shall appear that a decision may as justly now take place respecting any navigable communication between the waters of the Pacific, and Atlantic Oceans, within the limits of our survey, as on the hypothesis, which gave as a counterpoise to the globe *a southern continent*, and which the indefatigable diligence of Captain Cook completely subverted; I should hope that the purpose, for which his Majesty commanded the expedition to be undertaken, will not be considered as having failed for want of zeal or perseverance, though it should hereafter be found incomplete for want of judgment and ability.

We finish our consideration of this valuable Naval Work with the words that terminate it: "*When I adverted to the very dangerous service in which I had been so long employed, and the many perilous situations, from which we had providentially been extricated; with all possible adoration, humility, and gratitude, I offered up my unfeigned thanks to* THE GREAT DISPOSER OF ALL HUMAN EVENTS, *for the protection which thus, in His unbounded wisdom and goodness, He had been pleased on all occasions to vouchsafe unto us, and which had now happily restored us to our Country, our Families, and Friends.*

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NAVAL POETRY.

"NOR LET THE SONS OF LETTER'D PRIDE DESPISE
"GERMS, WHENCE THE VIG'ROUS SHOOTS OF VALOUR RISE;
"SO ATTIC FREEDOM OWN'D HARMODIUS STRAIN,
"SO ROUS'D TYRTÆUS' SONG THE SPARTAN TRAIN."

Pye's Naucratia.

SONNETS,

BY MRS. CHARLOTTE SMITH.

HUGE vapours brood above the clifted shore,
Night o'er the Ocean settles, dark and mute;
Save where is heard the repercussive roar
Of drowsy billows, on the rugged foot
Of rocks remote; or still more distant tone
Of seamen, in the anchor'd bark, that tell
The watch reliev'd; or one deep voice alone
Singing the hour, and bidding "strike the bell!"
All is black shadow, but the lucid line
Mark'd by the light surf on the level sand;
Or where afar the ship-lights faintly shine
Like wand'ring fairy fires, that oft on land
Mislead the pilgrim: such the dubious ray
That wavering reason lends in life's long darkling way.

BY THE SAME.

FAR on the sands, the slow-revolving tide
In distant murmurs hardly seems to flow,
And o'er the world of waters, blue and wide,
The sighing summer wind forgets to blow.
As sinks the Day Star in the rosy west,
The silent wave with rich reflection glows;
Alas! can tranquil nature give me rest,
Or scenes of beauty sooth me to repose!
Can the soft lustre of the sleeping main,
Yon radiant heaven, and all creation's charms,
"Erase the written troubles of the brain,"
Which mem'ry tortures, and which guilt alarms:
Or bid a bosom transient quiet prove,
That bleeds with vain remorse, and unextinguish'd love.

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EXTEMPORE.

BEHOLD the tempest rage in vain!
The gallant vessel wings her way
To that safe haven, where at last
She rides secure from ev'ry blast.
So Virtue's bark, though storms assail,
Triumphant keeps th' unerring course;
And Faith, and Truth, when all else fail,
Shall prove its best and last resource.
'Till, from the storms of life set free,
It swallows Death in Victory!

TO CAPTAIN T. B. MARTIN,

UPON HIS TAKING THE FRENCH FRIGATE L'IMMORTALITE,

BY WILLIAM THOMAS FITZGERALD, ESQ.

THE Thames * by you to England's King restor'd,
Intwin'd a laurel round your maiden sword.
But this last trophy won upon the sea,
Makes you partake of immortality.

TWO SONNETS,

BY JOHN FLAVELL,

From his NEW COMPASS FOR SEAMEN, *published in* 1682.

THE ship that now sails trim before a winde,
Ere the desired port it gains, may finde
A tedious passage: gentle gales awhile
Do fill its sails, the flattering seas do smile,
The face of Heaven is bright, on every side
The wanton porpice tumbles on the tide.
Into their cabins now the sea-men go,
And then turn out again, with, *What cheer ho?*
All on a sudden dark'ned are the skies,
The lamp of heav'n obscur'd, the winds do rise;
Waves swell like mountains: now their courage flags,
The masts are sprung, the canvas torn to rags.
The vessel works for life! Anon, one cries—
"The main-mast's gone by th' board!" Another plies

* The Thames frigate was retaken this war by Captain Martin.

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The pump; until a third do strike them blank,
With, "Sirs, prepare for death! w'have sprung a plank!"
Now to their knees they go, and on this wise
They beg for mercy with the loudest cries:
"Lord! save us but this once, and thou shalt see
"What persons for the future we will be.
"Our former time's mispent; but with a vow
"We will engage, if thou wilt save us now,
"To mend what is amiss. The gracious Lord,
"Inclin'd to pity, takes them at their word;
"The winds into their treasures he doth call,
"Rebukes the stormy sea, and brings them all
"To their desir'd haven: once ashore,
"And then their vows are ne'er remembered more."
Thus souls are shipwreck'd though the bodies live,
Unless in time Thou true repentance give.

BY THE SAME.

THIS world's a sea! wherein a numerous fleet
Of ships are under sail. Here you shall meet
Of every rate, and size; frigates, galleons,
The nimble ketches, and small pickeroons.
Some bound to this port, some where winds and weather
Will drive them;—they are bound they know not whither.
Some steer away for Heaven, some for Hell;
To which some steer, themselves can hardly tell.
The winds do shape their course, which though it blow
From any point, before it they must go:
They are impelled by the wind and tide,
Who have no compass to direct and guide.
For want of this, they run themselves aground,
Brave ships are cast away, poor souls are drown'd,
Thy Word our compass is, to guide our way
To glory! it reduces such as stray.
Lord! let Thy Word dwell richly in my heart,
And make me skilful in this heavenly art.
O let me understand and be so wise
To know upon what point My Country lies:
And having set my course directly thither,
Great God preserve me in the foulest weather.
By Reason some will coast it; but I fear
Such Coasters never will drop anchor there.
Lord, touch mine iron heart, and make it stand
Pointing to Thee, its loadstone: to that land
Of rest above, let every tempest drive
My soul, where it would rather be than live.

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THE CELEBRATED OLD BALLAD

THE BATTLE OF LA HOGUE,

Altered, and applied to the Naval Victory, obtained by Sir G. B. Rodney *in the West Indies,*

BY MISS SEWARD.

WHEN April wak'd the dawn with lucky gales,
For ever be recorded the glorious *Eighty-two*,
Brave Rodney joyous spy'd the Gallic sails
That on the wings of morn before him flew.
All hands, all hands aloft—let British Valour shine,
Let fly a Culverin—the signal for the line,
And launch the lightning of the guns!
Rising winds, ardent minds,
Bear to conquest Britain's warlike sons.

De Grasse indignant plows the foaming main,
And sullen shuns in combat the dreaded foe to meet;
Though troops of gen'rous heroes croud his train,
And though out-numb'ring cannon arm his fleet.
Now ev'ry gallant mind to vict'ry does aspire;
The bloody fight's begun—the sea is all on fire!
And Fate's dark brow portentous gleams!
While a flood, all of blood,
Through the dazzling Ville de Paris streams.

Sulphur, smoke, and fire, disturbing the air,
Their thunders hoarse resounding from ocean's lowest cave,
Proud Gallia's shrinking genius hovers near,
And drops her faded lilies on the wave!—
Now Hood's intrepid force right onward bears its course
To give the second blow, a total overthrow,
While death and horror madly reign!
Now they cry, yield or die,
British colours ride the vanquish'd main.

See! they fly amaz'd o'er rocks and sands,
What dangers they grasp to shun a greater fate!
In vain they cry for aid to weeping lands;
The nymphs, and sea-gods, mourn their hapless state!
Proud Ville de Paris, now thy lord superior know!
In bright Britannias' line thy burnish'd sides shall glow:
Enough, thou mighty god of war!
Now we sing, bless the King,
Here's a health to ev'ry British tar.

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ON THE DEATH OF

LORD ROBERT MANNERS,

CAPTAIN OF HIS MAJESTY'S SHIP RESOLUTION, WHO DIED OF HIS WOUNDS, AFTER THE 12th OF APRIL, 1782.

(From Crabbe's Village.)

—— AND such there was:—Oh! grief, that checks our pride,
Weeping we say there was, for MANNERS died;—
Belov'd of Heav'n! these humble lines forgive,
That sing of thee, and thus aspire to live.
As the tall oak, whose vigorous branches form
An ample shade, and brave the wildest storm,
High o'er the subject wood is seen to grow,
The guard and glory of the trees below;
Till on its head the fiery bolt descends,
And o'er the plain the shatter'd trunk extends
Yet then it lies, all wond'rous as before,
And still the glory, though the guard no more.

So THOU, when every virtue, every grace,
Rose in thy soul, or shone within thy face;
When, though the son of GRANBY, thou wert known
Less by thy father's glory than thy own;
When Honour lov'd, and gave thee every charm,
Fire to thy eye, and vigour to thy arm;
Then, from our lofty hopes, and longing eyes,
Fate, and thy virtues, called thee to the Skies.
Yet still we wonder at thy tow'ring fame,
And, losing thee, still dwell upon thy name.

Oh, ever-honour'd, ever valued! say
What verse can praise thee, or what work repay?
Yet verse (in all we can) thy worth repays,
Nor trusts the tardy zeal of future days.
Honours for thee thy Country shall prepare,
Thee in their hearts, the Good, the Brave, shall bear;
To deeds like thine shall noblest chiefs aspire;
The Muse shall mourn thee, and the world admire.

In future times, when smit with glory's charms,
The untry'd youth first quits a father's arms;
"Oh be like him," the weeping sire shall say,
"Like MANNERS walk, who walk'd in honour's way;
"In danger foremost, yet in death sedate;
"Oh! be like him in all things but his fate!"

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If for that fate such public tears be shed,
That victory seems to die now THOU art dead;
How shall a friend his nearer hope resign,
That friend a brother, and whose soul was thine?

ON EARL HOWE's VICTORY,

JUNE 1, 1794.

I.

THE line was form'd, the French lay to,
One kiss I gave to Poll on shore;
Too cold I thought her last adieu,
Our parting kisses were too few,
If we should meet no more.
But Love avast! my heart is oak!
Howe's daring Signal floats on high;
I see through roaring cannon's smoke
The awful line subdued and broke;
They strike, they sink, they die!
Now danger past, we'll drink and joke,
Sing Rule Britannia, hearts of oak,
And toast before each martial tune,
Howe, and the glorious first of June.

II.

My limb struck off, let soothing art
The chance of War to Poll explain;
Proud of the loss I feel no smart,
But as it wrings her constant heart
With sympathetic pain.
Yet she will think, with love so tried,
Each scar a beauty in my face;
And as I strut with martial pride
On timber toe by Polly's side,
Will call my limp a grace.

III.

Farewell to every Sea Delight!
The cruise with eager watchful days,
The skilful chace, by glimm'ring night;
The well-work'd ship, the gallant Fight,
The lov'd commander's praise!
Yet Polly's love, and constancy,
With prattling babes more joy shall bring;
Proud, when my boys shall first at sea,
Follow brave Howe to victory,
And serve our noble King.

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NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

No. IV.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I SEND you the following resolutions, in hopes that the attention of scientific, and professional men, will be forcibly attracted towards an hitherto much neglected subject, the *preservation of shipwrecked mariners.*

On Tuesday, the 19th of March, a Committee of Directors of the Royal Humane Society was held at the London coffee-house, at which some of the Elder Brethren of the Trinity House did them the honour to attend; a resolution of a former committee was read, relative to an ingenious essay presented on this subject to the Humane Society, and ordering the publication of the same with the consent of the author. On opening the sealed note, which accompanied the same, the author appeared to be Dr. Fothergill, of Bath.

After duly considering the various projects submitted to their consideration for saving lives in cases of shipwreck, and assisting vessels in distress, the committee concluded on the following resolutions:

Resolved, That no original invention having been presented to this Society for saving the lives of shipwrecked mariners, the first premium is not adjudged to any candidate.

Resolved, That on examining the projects of Mr. L. Gramshaw, particularly that of conveying a line by a bow to the shore, he appears to be entitled to the second prize; and that it be earnestly recommended to him to consider of the most powerful and practicable projectile force for effecting that desirable purpose.

Resolved, That the sum, appropriated to the first prize, be divided amongst the other candidates in the following proportions:

Mr. R. Crane, of Norwich, as a testimony of the pains and ingenuity which he has taken on this important occasion, is requested to accept of a present of four guineas.

To No. 1, the sum of three guineas is adjudged.—To No. 6, the same.

Resolved, That the treasurer be requested to transmit the thanks of this committee to Abraham Bosquet, Esq. for his ingenious communication, and the committee hope he will continue his attention to the subject.

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Resolved, That this committee having been attended by a deputation of Elder Brethren of the Trinity House, it is by this committee strongly recommended to the Humane Society to institute similar premiums for the following *year*, for the encouragement of ingenious persons in the benevolent endeavour to save the lives of shipwrecked mariners; and that the groundwork of the Essays and Projects be the following resolutions—On duly considering the various projects which have been submitted to us for preserving the lives of shipwrecked mariners, &c. Resolved, That it is the opinion of this committee,

I. That means may be contrived for preventing vessels which are light and of particular importance, such as packets, from foundering at sea, by means of a thick lining of cork or very light timber, which may prevent the vessel from sinking in case of any of her planks starting, or other accident happening to the hull.

II. That in case of shipwreck, the grand object is to form a communication with the shore; and it appears to this committee, that the most probable means of effecting this object is to convey a rope or line by some projectile force to the nearest land; and that, the more simple the machine for this purpose (having ample power), the more likely it is to have a proper practical effect.

III. That the construction of life boats, to go from the shore to a vessel wrecked, or in distress, (which life boats ought to be made heavy at the keel, and lined with cork or light timber, so as to keep buoyant in almost all cases), is a most laudable and excellent invention; and this committee cannot but hope, that, if this plan was universally adopted on all our sea coasts, at least wherever it is practicable, it would save the lives of numbers of mariners and other persons valuable to society.

IV. That the institution of a body of watermen ready to venture, on all occasions of shipwreck, in life boats, or other vessels, to assist persons in distress, would be extremely useful. That such persons should have particular privileges, particularly protections from being impressed, and perhaps badges such as the firemen in London, and should be encouraged by the prospect of rewards to adventure on all such occasions.

These resolutions are humbly submitted by this committee to the candid consideration of the public; and all seafaring gentlemen, and mechanics, are earnestly entreated to give their attention to these and other methods for preserving the lives of shipwrecked mariners.

A LIFE DIRECTOR.

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Dr. Van Marum has discovered a very simple method, proved by repeated experiments, of preserving the air pure in large halls, theatres, hospitals, &c. The apparatus for this purpose is nothing but a common lamp, made according to Argand's construction, suspended from the roof of the hall and kept burning under a funnel, the tube of which rises above the roof without, and is furnished with a ventilator. For his first experiment he filled his large laboratory with the smoke of oak shavings. In a few minutes after his lamp was lighted the whole smoke disappeared, and the air was perfectly purified. This might be so constructed as to prove of essential service on board our ships; it appears likely to render more general utility than the ventilators at present in use.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE following observations, which I drew up lately, are much at your service, if you choose to give them a place in your Chronicle,

Your obedient humble servant, L.

1. All bodies supported on a point, bear with their whole force on that point of support. A cannon ball, for instance, may be said to concentrate its gravity in a state of rest.

2. Gravity cannot concentrate in any other instance whatsoever; therefore there is no such general thing as the centre of gravity. A waggon equally loaded lengthways has a longitudinal line of greatest gravity: but if loaded alone at the extreme ends, the weight rests at the ends. *The gravity cannot then concentrate but in the imagination.*

3. A line drawn from the centre of gravity to the centre of the earth, is commonly called the line of direction; and if this line falls without the base, a body must then overturn.

4. It is generally imagined that a ship will always displace a column of water equal to her own weight. In a dead calm in harbour the ship will; but, if sailing or lying to in a gale of wind, it will often happen otherwise. A ship, by the force of the sea, will very often be lifted horizontally upwards, and then fall in like manner very deep, making the water surge all round her. In the latter case she must not only displace a column of water equal to *her weight*, but also *an additional quantity of water*, equal to resist her fall from the height the force of the wave before raised her to; at which time of being lifted she displaced a less quantity of water than her specific gravity.

5. If gravity in any instance cannot concentrate, there must be vertical lines parallel to the line of direction: this is the case of a ship, and of a waggon, loaded at the extreme ends equally.

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6. Gravity is said to proceed from a centre, and Water is also declared to concentrate its supports: therefore a child's toy, a balancing harlequin, explains, according to this hypothesis, all motions of a ship. But the contrary of this is fact.

7. If water acts perpendicularly, like so many vertical wires, how can it afterwards concentrate its supports but in the imagination?

8. The points of support of water lie in the horizontal plane of greatest length and breadth: whether that plane is at the water line, as in ships, or at the floor, as in a Lisbon bean-cod.

9. If there are vertical lines parallel to the line of direction, and water has more points of support than one, it exceeds the bounds of human capacity to calculate the motions of a ship, or deduce them to any fixed ratio.

I have been more diffuse, Mr. Editor, in the above, as the late Admiral Knowles translated a work of Monsieur de la Croix which I differ from. The above are my reasons for so doing.

10. The trim of a ship is taken, because the harlequin balancing on his toe, called by the French *equilibres*, moves easiest the farther the shifting weights are placed, equally distant, on the fixed wires, projecting from his sides. His motions are then made transverse, like the rolling of a ship; and it is therefore supposed the iron ballast of a ship should be brought towards the centre, and winged up although the ship thereby loses her stability, labours much, and will not sail fast. But on the contrary, if the iron ballast was extended flat, the whole length and breadth of the floor, making an allowance for the weight in the store rooms, it would increase the stiffness of the ship and her fast sailing, and make her easy in a sea; because water supports a ship every where, weight for weight, and it is not the midship frame alone which corrects the evil of flotation.

11. As there is a longitudinal line of greatest gravity, and as water supports a ship like so many perpendicular wires; a ship should be hove down by three masts instead of one.

ANECDOTES OF CAPTAIN JOHN BRAY.

Captain John Bray entered into the navy in the year 1735, was a lieutenant 22 years, and in 1757 was made master and commander of the Adventure armed ship, which was attacked on the 1st of January 1758 by the Maschault privateer of Dunkirk, carrying 14 nine-pounders, and 182 men; whereas the Adventure had only 16 six-pounders, and 98 men; but the French commander, having given Captain Bray an opportunity of laying athwart hawse, by this manœuvre the superiority was taken from him, and after an action of one hour and twenty minutes, during which the French attempted boarding

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him three times, and were as often repulsed, they were obliged to submit. By the position the Adventure lay in, her men were so screened from the musquetry of the enemy, that Captain Bray had the happiness to find that he had only one man killed and two wounded; whereas the French had sixty-three killed and wounded.

Such was the opinion entertained by Lord Anson of this action, that, without solicitation, he immediately gave Captain Bray the command of the Princess Amelia of 80 guns, and he went out in her to North America under the command of Admiral Boscawen, and was at the reduction of Louisbourg and Quebec, and other services, under the same gallant commander.

Captain Bray was passed over in the promotion of admirals that took place at the close of last war; and at seventy-one years of age continued on the post list of captains.

A young man, who was saved at the sinking of the Pelican privateer in 1783, had the singular affliction of losing his mother, sister, wife, and two children, who had come on board to take a long, a last farewell. The grief of a son, a brother, an husband, and a parent, on being thus suddenly deprived of all his dearest relatives, may more easily be conceived than described.

ANECDOTE OF A SAILOR.

After the relief of Gibraltar in the action between the fleet of Great Britain, commanded by Lord Howe, and the combined fleets of France and Spain, commanded by Don Louis de Cordova, on the 20th of October 1782, John Addinbrook, a seaman on board the Royal William, then commanded by Captain Carter Allen, received a wound which severed his right thigh from his body. When carried down to the cockpit, although in the extreme agony so severe a misfortune must of course occasion, the mizen-mast of one of the French ships was shot away by the Royal William; on which the seamen gave three cheers. The surgeon was endeavouring to give every relief in his power to this brave unfortunate sailor, when Addinbrook told him with the greatest composure, that his efforts were vain, that he was a dying man, and with earnestness requested him to go and attend those who were more likely to survive the day. With his small remaining strength, he then raised himself a little from the cott in which he was weltering in his blood, seconded the three cheers, fell back, and instantly expired.

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DESCRIPTION OF PLATE X.

View of PRINCE RUPERT'S BAY, DOMINICA, *looking towards the South West, or out of the Bay.*

THE view begins at the rivet Picard, and takes in MOUNT ALLEN, MORNE ESPAGNOL, and POINT ROUND which is the easternmost point of the Bay. A correct portrait of a Bermudian sloop is introduced. This engraving is taken from a large drawing by Mr. Pocock, now in his possession.

Dominica, which is one of the Caribbee Islands originally discovered by Columbus, is about thirty-nine miles long and thirteen broad, situated between 61° and 62° W. long. and between 15° and 16° N. lat. was one of those formerly called the Neutral Islands. It was taken by Lord Rollo and Sir James Douglas, on the 7th of June 1761, and became ceded to Great Britain by the peace of Paris, in 1763. In 1778 it surrendered to the French under the Marquis de Bouille, at which time its fortifications had been much neglected. At the conclusion of the peace in 1783 it again came under the dominion of Great Britain.

After the treaty concluded in 1660 between Great Britain and France, which established tranquillity among the Caribbee Islands, the English were confirmed in the possession of Barbadoes, Nevis, Antigua, Montserrat, and other islands of less value; and France obtained Guadaloupe, Martinico, Granada, and other smaller islands. St. Christopher's then belonged to both nations; and the Caribs, amounting to about 6000, were confined to Dominica and St. Vincent's. The English settlements at this period were in a flourishing state; whereas, on the contrary, those of the French, labouring under the tyranny of exclusive privileges, were abandoned by many of their inhabitants; who fled to the northern coast of St. Domingo, a place of refuge for several adventurers of their own country, styled Buccaneers, from drying the food they lived upon, by smoke, in places called Buccans.

Dominica is very advantageous to this country, by being situated between the French islands of Guadaloupe and Martinico; it is thus equally alarming unto both. Its safe and commodious roads enable the British privateers to intercept, without risk, the navigation of France in her colonies. The soil of this island is thin, and better adapted to the rearing of coffee than sugar. The sides of the hills bear the finest trees in the West Indies, and the island is well supplied with water.

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HISTORICAL MEMOIR OF NAVAL TRANSACTIONS,

DURING THE PRESENT WAR,

FROM ITS COMMENCEMENT IN 1793.

(*Continued from Page* 219.)

HÆC OLIM MEMINISSE JUVABIT.

Many are the heroes of the dark rolling Sea!—Thy sails are like the clouds of the morning, and thy ships like the light of Heaven; and thou thyself like a pillar of fire that giveth light in the night! OSSIAN.

WE have made some slight alteration in the title to thisd epartment of our Chronicle, as also in its arrangement, in order to take in a more extensive scope of Naval History, and to be enabled to record every circumstance, however minute, that relates to it. Our first design was to have noticed only the principal actions that had taken place during the War; but on farther consideration we have adopted the following plan as more interesting to our readers, especially Professional Men, and also as being more valuable to the future Historian. When we have brought our Memoir to the beginning of the present year, from whence our work commenced, we shall then, if our labours are so long approved, take a retrograde course, and give an account of Naval Transactions, from the beginning of the American War, to the rise of the present. Whatever additions or corrections we receive will meet with immediate notice; and we trust that our Naval Biography, with the Memoirs of Navigation and Commerce and this Historical Memoir, will in time, as before observed, form an extensive Naval Chronicle.

HISTORICAL MEMOIR OF NAVAL TRANSACTIONS.

Extract of a Letter from an Officer belonging to Admiral Gardner's Fleet, dated Barbadoes, April 30 (1793).

"We sailed from Spithead on the 24th of March, and arrived at Barbadoes on the 27th of April, but did not meet with any thing worthy of notice during our passage. We found Admiral Laforey had taken * Tobago, and one of our frigates saw a French fleet

* The English visited this island very early, Sir Robert Dudley being there in the reign of Queen Elizabeth. Charles the First, in the year (1628) gave a grant of it to the Earl of Pembroke and Montgomery, with two other small islands: but it does not appear that any settlement was attempted. In (1632) some merchants of Zealand sent over a small colony, and gave it the name of New Walcheren; but before they were able to plant and clear the woods, they were destroyed by the Spaniards from the island of Trinidad, and the savages from St. Vincent. Ten years after this, James, duke of Courland, sent a colony

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consisting of ten sail of the line, and seven frigates, about ninety miles from us. Had we fallen in with them, a short action would have ensued. The French appeared to sail so much out of order, that I have little doubt we should have conquered, though we had only seven sail of the line, and two frigates. We supposed they were bound to Martinico, their principal island. The Blanche frigate arrived at Barbadoes yesterday, and says that the French had not reached Martinico on Saturday. We go very soon to see if it is practicable to get Martinico into our possession. Should the enemy's fleet be off there when we arrive, we must give them a defeat before we can carry our intentions into execution. As the island is very strongly fortified, it must depend on the strength of the royal party whether we are successful or not."

The French frigate L'Ambuscade, Citizen Bompard, commander, during this month, and the preceding one, made great depredations on the coast of America, and considerably injured the trade there from Liverpool and other places. A gentleman at Philadelphia thus notices

to Tobago, who settled themselves in Great Courland Bay, and made a considerable progress in planting. In the year (1654), Messieurs Adrian and Cornelius Lampsins, two opulent merchants of Flushing, sent a considerable number of people thither, who settled on the other side of the island, and lived in amity with the Courlanders, until they learned that the King of Sweden had seized the person of the Duke, and dispossessed him of his dominions; when they attacked and forced his subjects to submit. The Duke being afterwards restored, he obtained from Charles the Second a grant of this island, dated the 29th of November (1664). In the second Dutch war, the Count D'Estrees, by order of his master, totally ruined it at the close of the year (1677), and from that time it continued a desert, until Great Britain took possession of it, after the treaty of Paris, in (1763). It was taken by the French in (1781), and * retaken by Admiral Laforey and Major General Cuyler in April (1793). Tobago is not like most of the other Caribbee Islands, full of barren rocks or unwholesome morasses: plains of considerable extent are crowned with hills whose gentle ascent is every where fit for cultivation. From these hills flow innumerable springs, most of which seem purposely intended to turn the sugar mills. Along the north and west sides of the island, are safe and commodious harbours, not exposed to the hurricanes; out of the track of which Tobago is supposed to lie: it possibly, as the Abbé Raynal remarks, owes this inestimable advantage to the vicinity of the continent.

Almost every species of useful timber is found in Tobago, and some of an enormous size. The true cinnamon and nutmeg-tree, as the Dutch confess, grows in this island, with whole groves of sassafras and trees that bear the true gum copal. It besides produces every thing that is found in the rest of the sugar islands. The sea coast is indented by ten, or twelve, fair and spacious bays: Courland Bay is the principal harbour. The island of Tobago is rather more than 30 miles in length, from north-east to south west, between eight and nine in breadth, and from 23 to 25 leagues in circumference. It lies in the latitude of 11 degrees 10 minutes north, and 59 degrees 40 minutes longitude west from London; is about forty leagues south by west from Barbadoes, 35 south east from St. Vincent's, 20 south east from Grenada, 12 north east from the Spanish island of Trinidada, and between 30 and 40 north east from the Spanish main. It is the most southward of the islands in the West Indies, and the most eastward, except Barbadoes.

* Naval Chronicle, page 218.

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it, in a letter to a merchant at Liverpool: "The frigate L'Ambuscade is now abreast of our city, and has taken a considerable number of prizes since her sailing from France, two of which are at this moment alongside of her—the Little Sarah of Kingston, Captain Laury, built at Liverpool, taken ten leagues at sea, and the Grange, Hutchinson, of the same port. The latter it is expected will be delivered up, as she was taken at anchor, with the pilot on board, ten or twelve miles up the Capes. We were informed two days ago, that the president, minister of state, of war, and of the treasury, and the attorney general, have given it as their unanimous opinion, that she was illegally taken, and therefore no prize; she being within the jurisdiction of The United States, and of course under the protection of a neutral country. The business however will not be determined until the arrival of the French Minister Citizen Genet, who is daily expected from Charleston, where he was landed by the above frigate."

His Majesty prorogued the parliament on the 21st; at the conclusion of his speech, he made the following observations respecting the commerce of the nation, and the arrangements which had been taken to promote it:

"——The arrangements which you have formed for the Government of the British territories in India, and for the regulation of our commerce with that part of the world, will, I doubt not, secure and augment the benefits, which we have already derived from those important possessions. It has been impossible for me to see without concern the embarrassment which has lately arisen in the state of Commercial Credit; but the steps which you have taken to prevent the progress of that evil, appear already to have been productive of very salutary consequences; and while they have afforded a striking instance of your attention to the interest of my people, their effect has furnished additional reason to believe, that the distress which has been felt, proceeded from a concurrence of temporary causes, and not from any diminution of the real wealth, or any failure in the permanent resources of the Country.

"I have much satisfaction in reflecting on the effectual protection which I have been enabled to afford to the trade of my subjects since the breaking out of the war; I am at the same time persuaded, that if our Commercial Interests had unavoidably been affected to a more considerable extent, it would not have been forgotten that we were contending for our future security, and for the permanent preservation of advantages the most striking, and the most valuable, which any nation has ever, by the blessing of Providence, been permitted to enjoy.——"

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The capture of the Cleopatra frigate, 40 guns, 320 men, by Captain Edward Pellew, in the Nymphe, 32 guns, 250 men, on the 18th of June, was accomplished with a gallantry not to be paralleled in any country but our own, and vindicated the superiority of the British navy. At day break he descried the enemy, who had sailed three days from St. Maloes, without taking any thing. Captain Pellew bore down immediately; all was silent until they came within hail: he then ordered the crew of the Nymphe from their quarters to the shrouds, when *Long live King George the Third!* was given with three cheers. The French captain, M. Jean Mullon, ordered his ship, in the same manner, to be manned; and, coming forward on the gangway, waved his hat, exclaiming, *Vive la Nation!* which his crew accompanied with three cheers. Captain Pellew's putting on his hat was the signal to the Nymphe to begin the action. One more desperate was never fought; they were engaged, throughout yard arm and yard arm. The first shot was fired about half past six in the morning. The sails and rigging were so much intermixed during the engagement, that the crew of the Nymphe actually went from their own yards to those of the Cleopatra, and cut the men from their quarters. At length a shot from the Nymphe carried away the mizen mast of La Cleopatra, and another disabled the wheel of her tiller; so that she became ungovernable, and fell aboard the Nymphe.

Captain Pellew, from the cloud of smoke in which both ships were involved, not knowing the real cause, concluded his adversary intended to board him, and prepared to receive it; when finding they did not advance, he immediately gave orders to board La Cleopatra. The first party was led by Mr. Amherst Morris, and the next by the second Lieutenant, Mr. George Luke, who himself struck the French colours, and hoisted the British flag.

One instance of cool intrepidity in our countrymen, during the action, deserves to be recorded amid the many that occurred. In the heat of this most desperate engagement, the rigging of the two ships was entangled; and, as the mast of the Nymphe was much wounded, Captain Pellew was fearful, that any strain might bring it down. He therefore offered ten guineas to any man who would go up and cut the rigging; upon which two seamen, in defiance of all danger, ran up the shrouds and performed it.—The engagement lasted 55 minutes.

On the twenty-second, Captain Pellew's letter to the Admiralty appeared in the Gazette:

To Mr. Stephens, dated off Portland.

June 19, 1793.

"I have the honour to inform you that at day light yesterday morning, I was so fortunate as to fall in with the national French frigate La

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Cleopatra, mounting 40 guns, and manned with 320 men, commanded by Monsieur Jean Mullon, three days from St. Maloes, and had taken nothing.

We brought her to close action at half past six, and in fifty-five minutes took possession of her; the two ships having fallen on board each other, we boarded her from the quarter deck, and struck her colours; and finding it impossible to clear the ships, then hanging head and stern, we came to anchor, which divided us, after we had received on board 150 prisoners. The enemy fought us like brave men, neither ship firing a shot until we had hailed. Her captain was killed; three lieutenants wounded; the number of men not yet ascertained, but, from the best accounts, about sixty; her mizen mast overboard, and her tiller shot off.

I am extremely concerned she was not purchased at a less expence of valuable officers and men, on our part, whose loss I cannot sufficiently regret, and to whose gallantry I cannot possibly do justice. We had 23 men killed, and 27 wounded, of which a list is enclosed.

I am very particularly indebted to my first lieutenant, Mr. Amherst Morris, and no less so to Lieutenants George Luke, and Richard Pellowe, and I was ably seconded on the quarter deck by Lieutenant John Whitaker, of the marines, and Mr. Thomson, the master; and I hope I do not presume in recommending those officers to their Lordships' protection and favour; And I should do injustice to my brother, Captain Israel Pellew, who was accidentally on board, if I could possibly omit saying how much I owe him for his very distinguished firmness, and the encouraging example he held forth to a young ship's company, by taking upon him the direction of some guns on the main deck."

A List of the Killed and Wounded on board his Majesty's Ship La Nymphe, Edward Pellew, Esq. Captain, in an engagement with La Cleopatra, a French Frigate, off the Start, on the 18th of June 1793.

KILLED.

Mr. Tobias James, Boatswain.
Mr. Richard Pearse, Master's Mate.
Mr. George Boyd, Midshipman.
Mr. John Davies, Midshipman.
Mr. Samuel Edsall, Ditto.

Together with 14 seamen, and 4 private marines.

WOUNDED.

Lieut George Luke, 2d Lieutenant.
Mr. John A. Norway, Midshipman.
Mr. John Plaine, Midshipman.
Mr John Whitaker, Lieut. of Marines.

Together with 17 seamen, and 6 private marines.

The Nymphe, with her prize, arrived in Portsmouth Harbour on Friday the 21st. She was cheered by all the ships as she passed, and her crew returned the compliment. On Sunday evening, the 23d, the French Captain, who fell soon after the action began, was buried, by Captain Pellew, in Portsmouth Church-yard. The body was fol-

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lowed only by his own officers. The inscription on the coffin was dictated by them.

CITOYEN MULLON,
Slain in battle with La Nymphe,
June 18th, 1793,
Aged 42 years.

The Cleopatra was the frigate which hove in sight when Captain Faulknor *, in the Venus, was engaging the Proserpine.

On Saturday the 29th of June, Captain Edward Pellew, and his brother Lieutenant Israel Pellew, were introduced to the King by the Earl of Chatham; when the former received his Majesty's thanks, with the honour of Knighthood, and the latter kissed hands on being promoted to the rank of post captain.

TRANSACTIONS AT OR NEAR HOME.

The inhabitants of Jersey had an alarm from the French at the end of May, when a convoy of 50 sail of vessels, among which were several frigates, passed close by the island. The 28th and 59th regiments went from their encampment to Grenville Bay, which the fleet had approached, but the enemy did not attempt a landing.

A few hours after the fleet under the command of Vice Admiral Lord Hood, which sailed for the Mediterranean at the end of May, quitted the Offing at Portsmouth, a signal was made to bring to, when a promotion took place in favour of several young officers, who had distinguished themselves by their continual exertions in fitting out the fleet; after which it proceeded with a fair wind down Channel. On the 29th of May, they were seen from Maker Heights cruising to the westward. The men of war, Indiamen, and merchantmen, amounted to 150 sail. They seemed to cover the Channel.

On the 29th of May, Lord Howe hoisted the union flag at the main top, as commander in chief, on board his Majesty's ship Queen Charlotte, at Portsmouth.

A Dutch Squadron, during this month, was cruising in the North Seas, consisting of one ship of 68 guns, five frigates, and one schooner under the command of Commodore Byland.

Sir Watkin Lewes, on the 5th, gave notice in the House of Commons, that he should move for a certain sum to be applied to erecting a monument to the memory of the late Lord Rodney.

On the 10th, arrived in the Lord Macartney East Indiaman, Mr. Zachary Mudge, first lieutenant of the Discovery, Captain George Vancouver, Mr. Mudge made his passage from Nootka Sound to India, by direction of his captain, in an open shallop, with only 14 men.

* Page 219 of this Volume.

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The Lords of the Admiralty, in this month, contracted with the private ship-builders, for the immediate construction of six frigates of 38 guns each, and twelve sloops of 16 guns, all of which were to be on an enlarged scale.

June 16. The Lords of the Admiralty put the Zebra of 16 guns, after having a complete repair, into commission, and appointed R. Faulknor, Esq. to command her.

June 18. The Royal Sovereign went out of harbour at * Plymouth, Captain Nicholls, with Admiral Graves's flag on board, and sailed for Spithead.

June 21. The Amphion of 32 guns was put into commission, and the command of her given to Captain H. Sawyer. The Assistance of 50 guns was commissioned, and Captain Brunton appointed to her. The Swiftsure, a new ship of 74 guns, was also commissioned in this month at Plymouth, and the command of her given to Captain Charles Boyles.

Previous to this month, but during the present year, one of the newly-invented securities for ship's rudders was fitted to the stern of the Fortune sloop of war, Captain Wooldrige, whilst lying at Woolwich. The inventor was Mr. De Lolme. His design was to prevent ship's rudders from being carried away by the violence of the sea in a gale of wind. This contrivance is also beneficial in preventing the men at the helm from being overpowered by the rudder, an accident by which the men at the wheel are often severely wounded. The steadiness which the rudder derives from this invention, insures safety in a certain degree to the whole ship; since a necessary consequence of the men being overpowered at the helm is, that the ship immediately

* Correct statement of the ships which were in Plymouth Harbour during the month of June 1793.

Cambridge	80	Rear Admiral R. Cotton. Capt. R. Boger.
Prince	98	—— C. Collingwood.
London	68	—— R. G. Keats.
Gibraltar	80	—— T. Mackenzie.
Belliqueux	64	—— G. Bowen.
Intrepid	64	—— Hon. C. Carpenter.
Sampson	64	—— R. Montague.
Adamant	50	—— Bentinck.
Adventure	44	—— E. Baller.
Severn	44	—— P. Minchin.
Pegasus	28	—— R. Barlow.
Porcupine	24	—— M. Dixon.
Chapman	24	—— G. Dundas.
Fairy sloop	16	—— R. Bridges.
Viper Cutter	14	Lieut. Grænie.

Chatham Convalescent Ship, Lieut. Hill, and Myrmidon Slop Ship, Lieut. Burrows.

Ships there fitting for Sea.

Swiftsure	74	Amphion	32
Argonaut	64	Resource	28
Pearl	32	Camilla	20

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becomes ungovernable *. Mr. De Lolme's invention may be equally attached to ships steered by a tiller without a wheel. A patent for this useful invention, and for others greatly beneficial to shipping, was made out for him.

CAPTURES BY HIS MAJESTY'S SHIPS, &c.

June 1793.

The Guidelieu French privateer, captured by the Boyne man of war, had just captured an American ship from India to Ostend, with England goods on board, valued at 60,000l.

The Commerce, Prober, from Charleston to Bristol, was taken by the Tiger privateer of St. Maloes, and retaken by the Latona frigate; as was the James, ——, from Plymouth to Limerick, which had been taken by a French privateer.

The Alligator frigate, Captain Affleck, on her passage to Halifax, took L'Eutrice, from Martinico to Marseilles, and L'Aimable Famille, of 350 tons, from Guadaloupe to Havre. They were valued at 35,000l.

La Nymphe frigate captured the Sans Culottes French privateer, of 12 guns, belonging to Nantz, and sent her to Falmouth.

The Conception de Sowreal, Antonio Joze de Pinto, of and from St. Ube's, laden with salt, which had been captured by the Esperance French privateer, of 12 guns, was retaken by the Druid frigate; the French privateer was also taken.

The Inconstant frigate, 36 guns, Captain Montgomery, took the Courier, a French privateer, from the West Indies, with the Aurora, *Kelchingman*, from Cork, and the Joseph and Spanish Brig from Cayenne, which the privateer had captured.

The L'Espoir privateer, 12 guns, and 124 men, was captured by the Crescent frigate, and sent into Guernsey.

The Hon. Captain Yorke, of the Circe frigate, at the beginning of this month, brought into Portsmouth three French privateers; one of 18, one of 14, and one of 12 guns.

June 22. Advice was received at the Admiralty, from Lord Hood, with an account of the capture of two homeward-bound East Indiamen.

PROMOTIONS.

(*From January to July.*)

Feb. 1. Molyneux Lord Shuldham; Sir Hugh Palliser, Bart. and Matthew Barton, Esq. admirals of the Blue, to be *Admirals of the White.*

* A distressing event owing to this cause took place in the Thynne packet during November 1790), when bringing home the mail from Quebec:—One of the spokes of the Wheel having broke in the hands of the man there stationed, the ship broached to; when out of ten men who were upon the deck, seven were washed overboard and lost.

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Mariot Arbuthnot, Robert Roddam, and William Lloyd, Esqrs. Sir Edward Hughes, K. B. John Evans and Mark Milbanke, Esqrs. vice admirals of the Red, to be *Admirals of the Blue*.

Nicholas Vincent, Esq. Sir Edward Vernon, Knt. Richard Edwards, Thomas Graves, Robert Digby, and Benjamin Marlow, Esqrs. and Sir Alexander Hood, K. B. vice admirals of the White; Sir Chaloner Ogle Knt. and Samuel Lord Hood, vice admirals of the Blue—*Vice Admirals of the Red.*

Sir Richard Hughes, Bart. John Elliot, William Hotham, and Joseph Peyton, Esqrs. vice admirals of the Blue; John Carter Allen, Esq. Sir Charles Middleton, Bart. Sir John Laforey, Bart. and John Dalrymple, Esq. rear admirals of the Red—*Vice Admirals of the White.*

Robert Sawyer, Esq. Sir Richard King, Bart. and Jonathan Faulknor, Esq. rear admirals of the Red; Philip Affleck, Esq. Sir John Jervis, K. B. Adam Duncan, Richard Brathwaite, and Philips Cosby, Esqrs. rear admirals of the White—*Vice Admirals of the Blue.*

Thomas Fitzherbert, Samuel Cornish, John Brisbane, Charles Wolseley, and Samuel Granston Goodall, Esqrs. Hon Keith Stewart; and William Henry, Duke of Clarence, rear admirals of the Blue; —*Rear Admirals of the Red.*

Captains.

Richard Onslow; Robert Kingsmill; Sir George Collier, Knt. George Bowyer; Sir Hyde Parker; Rowland Cotton; Benjamin Caldwell; and the Hon. William Cornwallis—*Rear Admirals of the White.*

William Allen; John Macbride; George Vandeput; Charles Buckner; John Gell; William Dickson; and Alan Gardner—*Rear Admirals of the Blue.*

George Murray and Robert Linzee, Esqrs. and Sir James Wallace, Knt.—*Colonels of Marines.*

March 20. John Henslow, Esq. surveyor of the navy—*Knighted.*

May 1. John Earl of Chatham; Charles George, Lord Arden; Samuel Lord Hood; Hon. John Thomas Townsend; Alan Gardner, John Smyth, and Charles Small Pybus, Esqrs.—*Lords of the Admiralty.*

George Poyntz Ricketts, Esq. made governor of Tobago.

[*To be continued.*]

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We consider ourselves much honoured in the following communication, and return our respectful thanks to the kind friends by whom we have been thus obliged.

AN EXTRACT from the public Dispatch of the Right Honourable MR. GRENVILLE, to Lord GRENVILLE, one of his Majesty's Principal Secretaries of State, dated Berlin, February 19th, 1799, and transmitted by the Lords Commissioners of the Admiralty to Vice Admiral Dickson at Yarmouth, with Directions for its being read on CAPTAIN WALLIS'S COURT MARTIAL; which was read accordingly.

THE unfortunate loss of his Majesty's frigate the Proserpine, on board of which I embarked at Yarmouth, is a circumstance which I cannot mention, without feeling how much it is due from me to the captain of that ship, to state the importunity with which, out of zeal for his Majesty's service, I pressed upon him to persevere in attempting a passage; which the severity of the season, and the danger of the navigation, without any buoys to trace it, would naturally have prevented him from risquing so far, if I had not most earnestly solicited him, at all hazards, to pursue the voyage as long as it was possible that the ship could advance. When the frigate had unfortunately struck, that we were enabled to escape with our lives, we chiefly owe to the steadiness and activity of Captain Wallis, and to the uncommon degree of order and discipline which that officer had established in his ship's company, and maintained under circumstances of much danger and little hope. By his assistance, I was enabled to save the greater part of my papers, and all the letters intrusted to me by their Majesties and the Royal Family.

After the sentence was read, which set forth that the conduct of the Captain, Officers, and Ship's Company, was in every degree highly meritorious, and all honourably acquitted, the President made the following speech to the crew of the Proserpine, by order of the Court.

SEAMEN OF THE PROSERPINE! Your conduct has been such as to merit the thanks of this Court, with that of your Country; and I trust, that the example shewn by you of good order and obedience to command, in times of difficulty and danger, will be held forth, as worthy of imitation, to all the Seamen of His Majesty's Fleet.

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Gazette Letters.

ADMIRALTY-OFFICE, FEB. 16, 1799.

Extract of a Letter from the Earl of St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to van Nepean, Esq. dated at Gibraltar, Dec. 23, 1798.

SIR,

BY some accident Captain Middleton's relation of the gallant action performed by the boats of his Majesty's ship Flora, commanded by the first lieutenant (Russel) of that ship, in cutting out the Mondovi French corvette, from Cerigo, was not transmitted to you: it is now enclosed.

I am, &c. ST. VINCENT.

His Majesty's Ship Flora, off Cerigo, Archipelago, May 14, 1798.

MY LORD,

Having chaced a French national brig into Cerigo, and finding it impracticable to follow in the ship, from the narrow entrance of the harbour, and the commanding situations of the forts, on the evening following I sent the boats of his Majesty's ship, under the command of Lieutenant Russell, with Officers as per margin *, who volunteered their services in a very handsome manner; with such of the ship's company as chose to go to cut her out, which they did in a very gallant manner, under a severe fire from the forts, the brig, and several vessels in the harbour. She proves to be Le Mondovi brig corvette, of 16 guns, 12 brass six-pounders, and four iron twelve pounders, manned with sixty-eight men, commanded by Citizen Gennevie, lieutenant de vaisseau, a new Venetian built brig, sails well, though not coppered, is well found, and in my opinion fit for his Majesty's service. I cannot express to your Lordship the high sense I have of the gallant behaviour of Lieutenant Russel, and of the officers and men sent on this service, which they effected with little loss, notwithstanding the enemy were prepared to receive them. I have sent Lieutenant Brown to command them for the time being, as I think it probable, during the cruise, we may meet a ship of equal force, it will be proper to give Lieutenant Russel that opportunity of promotion, in case of success, he so highly merits on this occasion, as well as many others, since under my command.—I send a list of the killed and wounded, and have the honour to remain, &c.

R. G. MIDDLETON.

I beg leave to acquaint your Lordship, that I anchored on the 11th inst. at St. Nicholas, on the Island of Cerigo, and cut out a French polacre ship from under the fort; she being in ballast, I found it necessary to scuttle her, and have landed her prisoners with Le Mondovi, on getting a proper receipt for them from the Governor at Cerigo.

A List of Killed and Wounded belonging to his Majesty's Ship Flora, Robert G. Middleton, Esq. Captain, at the Capture of the French National Brig Le Mondovi, on the Night of the 13th of May 1798.

Killed—One private marine.

Wounded—Three officers, and five seamen.

Name of the killed—John Perks.

Names of the Officers wounded.—Lieutenant Parry, of the marines, slightly in the hand; Mr. Morton, master's mate, dangerously in the back; Mr. Tancock, gunner, slightly in the head.

List of the Enemy Killed and Wounded.

One seamen killed, one officer and four seamen jumped overboard, and supposed to be drowned.

Eight seamen and soldiers dangerously wounded.

* Lieut. Russel (1st); Lieut. Hepenstall (2d); Lieut. Parry (marines); Mr. Morton, mate; Mr. Tancock, gunner; Mr. Petley, midshipman; Mr. Hawkins, midshipman.

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Copy of another Letter from the Earl of St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Gibraltar, Jan. 1, 1799.

SIR,

I Enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Bowen, of his Majesty's ship Caroline, giving an account of his having captured Le Serailleur French brig privateer, mounting twelve guns. I am, Sir, &c.

ST. VINCENT.

MY LORD, *Caroline, Lisbon, Dec. 15, 1798.*

This serves to advise your Lordship, on the 4th inst. P. M. latitude 38 deg. 45 min. longitude 12 deg. I observed a strange sail to windward, but the weather being hazy, and she at a great distance, I could not form a perfect idea of her being a cruiser; and having at that time the charge of two prizes, with which I was on my way to Lisbon, I, by way of a decoy, made a signal for the same to form a line, taking care to keep the Caroline's stern towards the stranger, and I had the satisfaction in a short time to find the stratagem succeeded; for the cruiser (as she turned out) seeing I took notice of her, chased me, and as I before observed, the weather being hazy, she got within the superior sailing of the Caroline before she discovered her mistake: she, however, led me a chace of four hours, in conclusion of which I had the satisfaction of securing her. She proves to be a French brig privateer, her name La Serailleur, commanded by Captain Malbernac, out of Bourdeaux fifty-six days. She mounts ten brass four pounders and two brass six pounders; her complement was 82 men, but when captured had only 58 on board, the rest being dispersed in two Americans she had captured. I am, my Lord, &c. THO. BOWEN.

Earl of St. Vincent, K. B. &c.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 13th instant.

SIR,

Enclosed is a copy of a letter from Captain Durham, of his Majesty's ship Anson, which I transmit to you for their Lordships' information.

I have the honour to be, Sir, &c.

BRIDPORT.

MY LORD, *Anson, at Sea, Feb. 2, 1799.*

I have the honour to inform your Lordship, that his Majesty's ship under my command has this day captured (in company with the Ethalion) Le Boulonnois French cutter privateer, of 14 guns, and 70 men, belonging to Dunkirk, a remarkable fine vessel, copper-bottomed. The capture of her gives me great satisfaction, as she has greatly annoyed the trade in the North Seas.

I have the honour to be, my Lord, &c.

P. C. DURHAM.

Right Hon. Lord Bridport, &c.

Extract of a Letter from Admiral Sir Peter Parker, Bart. Commander in Chief of his Majesty's Ships and Vessels at Portsmouth and Spithead, to Evan Nepean, Esq. dated the 12th instant.

Please to acquaint their Lordships, that his Majesty's sloop the Fly arrived this morning from a cruise, in the course of which she captured La Gleneur, a French privateer cutter, of 6 guns, and 32 men, as described in the inclosed letter from Captain Mudge.

SIR, *Fly, at St. Helen's, Feb. 12, 1799.*

I beg leave to acquaint you with the arrival of his Majesty's sloop under my command at this Roadstead, having on the 6th instant captured a French cutter privateer, called La Gleneur, off Portland, mounting 6 four-pounders and 32 men, Emanuel Tone, commander; had sailed from Cherbourg the night before, where she had been chased in two days prior to her capture.

I have the honour to be &c

Admiral Sir Peter Parker, &c. ZACHARY MUDGE.

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Copy of a Letter from Vice-Admiral Kingsmill, Commander in Chief of his Majesty's Ships and Vessels on the Coast of Ireland, to Evan Nepean, Esq. dated at Cork, Jan. 28, 1799.

SIR,

I Herewith inclose you, for the information of my Lords Commissioners of the Admiralty, a letter from Captain Halsted, of his Majesty's ship Phœnix, who has captured and sent in here the Foudroyant, a French privateer, of Bourdeaux.

I have the honour to be, &c. R. KINGSMILL.

SIR, *Phœnix, at Sea, Jan. 22, 1799.*

I have the pleasure to inform you, that his Majesty's ship Phœnix, under my command, captured this day at noon, in latitude 48 degrees 39 minutes, N. longitude 17 degrees 28 minutes West, the Foudroyant French privateer ship, pierced for 24 guns, and mounting 20 twelves and sixes, the former brass, with 260 men. Eight of the guns were thrown overboard during the chace, which lasted from twelve last night, in which we run upwards of 120 miles. She was launched at Bourdeaux about three months ago, and sailed from thence on this cruise about nine weeks since. She has made three captures, two of them English, and one of them American; she is coppered, and appears to be a most complete vessel.

I am &c. &c. &c. J. W. HALSTED.

Names of the vessels the above ship captured; English brig Malbridge, from Martinique to London; ditto brig, Duncan, from Halifax to London; American ship Argo, from Sweden to Charlestown.

Copy of a Letter from Rear-Admiral Harvey, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Evan Nepean, Esq. dated on board his Majesty's ship Prince of Wales, Fort Royal Bay, Martinique, Dec. 10, 1798.

I have the pleasure to acquaint you, for the information of their Lordships, that since my letter to you of the 7th ult. the undermentioned French privateers belonging to Guadaloupe have been captured and sent to the different islands by the ships and vessels of his Majesty's squadron under my command, as against their several names expressed.

By the Amphitrite, Captain Ekins, Le Guadaloupienne schooner of 10 guns, and 80 men; La Prize de Matthe schooner, of 8 guns, and 65 men; La Bordelais sloop, of 6 guns, and 38 men.

By the Solebay, Captain Poyntz, La Prosperite schooner, of 8 guns, and 61 men.

By the Pearl, Captain Ballard, L'Independence brig, of 12 guns and 66 men.

By the Santa Margarita, Captain Parker, Le Quartorze Juillet coppered brig, 14 guns, and 65 men.

By the Cyane, Captain Matson, La Iomble cutter, of 8 guns, and 72 men.

And I have further to acquaint you, that his Majesty's sloop Victorieuse, Captain Dickson, destroyed, on the 10th ult. a French privateer schooner, of 12 guns, which he found at anchor at Rio Caribbe, on the island of La Margaritta. The conduct of Captain Dickson, in performing this service, was highly spirited, as the privateer lay under the protection of two batteries, one of four, and the other of two guns, which kept up a fire on the Victorieuse, who received but little damage in her masts and rigging, but had two men killed and two wounded. The crew of the privateer escaped on shore.

I have the honour to be, &c.
HENRY HARVEY.

(To be continued.)

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TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR, *Plymouth Sound, April 14, 1799.*

HAVING attempted, as opportunity occurred, to obtain a correct statement of the French fleet at Brest, and in other ports of France, I send you the result of my enquiries. If it will add to the information you may have already acquired, or serve to correct any future account you may hereafter have occasion to make in the NAVAL CHRONICLE, my wishes will be gratified. The information has been obtained from different French officers captured in different national vessels; and, from their several accounts corresponding with each other in a remarkable degree, I have every reason to believe it accurate, as far as respects the line of battle ships. It is to be understood that I speak not only of such as are in readiness for sea, but such as are also building and repairing, and which I have not been able to distinguish from each other; the information here being contradictory, is therefore not to be relied upon.

I am, Sir,
Your humble servant, C. T. (Surgeon.)

AT BREST.

EXCLUSIVE OF FRIGATES.

	Guns		Guns
L'Ocean (*ci devant Cote d'Or, Montage, and Peuple*)	139	Le Censeur	74
Le Vengeur (*building*)	130	Le Zelé	74
Le Neptune	120	La Convention	74
Le Terrible	110	La Temeraire	74
Le Republicain	110	Le Patriot	74
Le Formidable	90	La Tourville	74
Le Trajan	80	L'Entreprenant	74
L'Indomptable	80	Le Merdius	74
Le Jean Jacques Rousseau	80	Le Jupiter (*ci devant 31 Mais*)	74
Le Jemappe	74	Le Cis-Alpine	74
Le Waltigny	74	Berwick	74

AT ROCHFORT.

La Republique Française (*build.*)	130	L'Africaine	48
Le Dix-huit Fructidor	90	La Medee	44
L'Aigle	90	La Romaine	44
Le Dugay Trouin	74	Le Semillante	44
Le Heros	74	La Cybelle	44

AT TOULON.

Le Genereux	74	La Junon	40
Le Guillaume Tell	74	L'Alceste	40
La Diane	40	La Fortune	36
La Justice	40		

AT HAVRE.

La Libre	44	La Confiante	36
La Comete	44	Le Serpent	18
L'Indien	44		

AT THE MAURITIUS OR ISLE OF FRANCE.

La Forte	44	La Victoire	44
La Prudente	44	La Regeneree	40

AT ST. DOMINGO AND GUADALOUPE.

La Cocarde	44	L'Astre	44
La Bravoure	44	La Pensée	44
La Syrene	44		

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MONTHLY REGISTER

OF

Naval Events.

HISTORICAL MEMOIR.

WE begin our Memoir for the last month with the following interesting letter from the West Indies.

BARBADOES, *Dec.* 1.

The ship Barton, Captain Cutler, arrived in 51 days from Liverpool.—In the afternoon of Monday, about 20 leagues to windward of the Island, she discovered a sail standing to the southward which in the close of the evening stood for her, and coming within gun shot kept in the wake of the Barton most part of the night, receiving her constant fire of stern chasers without returning a shot. At day break the enemy (which proved to be a French privateer schooner of 18 guns, nine and six pounders), spoke an American brig astern, and at sun-rise bore down with a press of sail upon the Barton, who again opened her fire as soon as she came within shot, and soon after a close action commenced, which lasted for two hours and an half, the schooner repeatedly attempting to board, but by the heavy and well directed fire from the ship was prevented from getting near enough to effect their purpose, and was at last so dismantled in her rigging that she sheered off; but having refitted, commenced a second attack at noon, with a most sanguinary design of boarding; and notwithstanding the incessant cannonading from the ship ran plump on board, and endeavoured to throw her men into her; but well prepared to receive the enemy, the whole of the Barton's crew being assembled on the quarter deck, and headed by their gallant commander, who was spiritedly seconded by his passengers, an attack sword in hand commenced, and the enemy were driven back with considerable loss, many of them being spiked from the netting and shrouds of the ship, while by a well directed fire from the cabin guns, numbers were swept from their own deck; and great part of her rigging being cut away, she dropped astern, and gave over the contest amidst the victorious huzzas of the British tars, whose bold commander, calling from his quarter deck, defied the vanquished Republicans to return to the attack.—Captain Cutler's conduct on this occasion cannot be too highly spoken of; and such was the enthusiasm of all on board the ship, that his passengers bear a proportionate share of honour, while his mates have a just claim to the approbation and applause of their merchants, whose well known liberality is ever ready to reward the merit of every man in their employ.

The second mate and three seamen were wounded on board the Barton.

Captain Broughton, of his Majesty's ship Providence, which was wrecked to the southward of the island of Formosa, has, after many hardships and difficulties, reached this country. He was on the voyage of discovery with Captain Vancouver.—We learn with peculiar satisfaction, that though he lost every thing else, he was fortunate enough to save his papers and charts.

The following is the answer of Lord Nelson to the vote of thanks of the British House of Commons:—

"SIR, *Vanguard, Palermo, Jan.* 31, 1799.

"Believe me, I feel as I ought the noble reward which our Country has bestowed on me by its thanks; and I beg you will, Sir, have the goodness to express to the Honourable House my gratitude. I can answer for that of my brave brethren who fought with me in the battle of the Nile. To you, Sir, who have not only so handsomely but so elegantly conveyed to me the resolutions of the House, words are inadequate to express what I feel; but, believe me, Sir, I am, with every sentiment of respect and esteem,

"Your most obliged and faithful servant,

"NELSON."

"To the Right Hon. HENRY ADDINGTON,
Speaker of the House of Commons."

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It is we understand in contemplation to make an augmentation of the marines in the course of a short time, to the number of 14 companies. This will prove a great acquisition to this very valuable body of men, whose services to their King and Country have on all occasions been so eminently conspicuous, who in the day of battle are so particularly exposed, and who must one day occupy that elevation in the public opinion which they so much deserve.

The Prince of Peace has been named *Grand Admiral of Spain*, an office never before known.

TRANSACTIONS AT OR NEAR HOME.

A canal is to be made from Rochester, uniting the Thames and the Medway by a direct line across the country, and cutting off the circuitous navigation to London by the Nore.

The Corporation of Bristol have it in contemplation to adopt some further restrictions in regard to the fishery for salmon in the river Severn.

The arches of the grand aqueduct over the Mersey, near Marple Cheshire, are now completely turned. This magnificent and beautiful structure is carried over a deep valley, and presents a most pleasing and romantic spectacle. It consists of three arches, each having a span of sixty feet. The keystone of the centre arch is upwards of seventy-eight feet above the surface of the river, and the height of the whole structure, from the foundation to the top of the parapet wall, will exceed 100 feet.

NEW EAST INDIA HOUSE,

The following is a description of the Pediment in the New Buildings:

Commerce, represented by Mercury, attended by Navigation, and followed by Tritons and Sea Horses, is introducing Asia to Britannia, at whose feet she pours out her treasures.

The King is holding the shield of protection over the head of Britannia and of Liberty, who is embraced by her.—By the side of his Majesty sits Order—attended by Religion and Justice.

In the back ground is the City Barge, &c. near to which stands Industry and Integrity. The Thames fills the angle to the right hand, and the Ganges the angle towards the east.

The *sentiment* of this composition is—that a Nation can then only be truly prosperous, when it has a King who makes religion and justice the basis of its government, and a constitution which, while it secures the liberties of the people, maintains a due subordination in the several ranks of society, and where the integrity of the people secures to each individual those advantages which industry creates and cultivates.

The *Architecture* is the *design* of Richard Jupp, Esq. the Company's Surveyor.

The Surgeon and Master of a man of war now lie under sentence of death at Exeter, having been condemned at the late assizes for murder; the death of a brother officer, in a duel, having been so construed by the jury.—This is the first instance of a condemnation in a duelling case; and appears to have been, not so much on account of any thing more aggravating in this than former cases of the kind, as by way of example, to check, if not entirely to put an end to this so barbarous and ever-to-be lamented custom. The parties have been respited till his Majesty's pleasure is known.—The cause of quarrel originated from politics, respecting the situation of America and Great Britain—the surgeon being an American, and the deceased an Englishman; the challenge was given by the latter.

Captain Hall, late of the Grampus, has been tried at Sheerness by a Court Martial for the loss of that ship on Barking shelf, and honourably acquitted.

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Court of King's Bench.

APRIL 23.

LUMLEY *versus* SUTTON.

THIS was an issue directed by the Court of Chancery, to try, Whether the plaintiff or the defendant were entitled to the prize money made by his Majesty's ship the Isis. A special verdict having been agreed upon between the parties, it came on this day to be argued.

Mr. Hartley, on the part of Captain Lumley, the plaintiff, entered very much at length into the circumstances of this case. He stated, that Captain Sutton, the defendant, commanded the Isis, which ship formed part of the squadron which sailed in the year 1781 under the command of Commodore Johnston. He then proceeded to detail the circumstances which took place in the action fought in Port Praya Bay between the English and French squadrons. Immediately after the action Commodore Johnston put Captain Sutton under an arrest, and appointed Captain Lumley to the command of the Isis in his room. Captain Sutton, upon his return to England, brought an action for damages against Commodore Johnston, and obtained a verdict for 5000l. A new trial was obtained by the defendant, and upon that occasion the plaintiff obtained a verdict for 6000l. The question was then brought into the House of Lords by writ of error, and the whole proceedings were reversed. Mr. Hartley then argued with great ability, that Captain Lumley was entitled to the prize money arising from the captures made by the Isis while he had the command of her, and while Captain Sutton was suspended.

Mr. Wood argued very ably on the other side.

Lord Kenyon said, that if the question in this case was, who of the two parties was the most worthy to receive the money, it would be impossible for him to decide, because both these officers had great merit for their public services, although for a great while a cloud hung over the character of Captain Sutton, but which dispelled, and he was most honourably delivered by law.

The case of these parties to be decided upon was, Which of them came under the description of the act of parliament, modelled on the King's proclamation, as captain of the Isis during the time of the captures that were made by that ship of war? And upon that question his lordship was clearly of opinion, that the preference was due to Captain Sutton, who was, to all intents and purposes, entitled to his pay, and all the emoluments that were incident to the station of a captain; during the time of his arrest, and until he should be displaced, either by the Admiralty, or by sentence of Court Martial, he was as much entitled to all these advantages, notwithstanding his arrest, as if he had been confined to his cabin from a wound in battle. By the way, his Lordship observed, Captain Sutton, he was bound to say, had been harshly, severely, and very improperly arrested. He would not say any thing of the reversal of the verdict for 6000l. in Captain Sutton's favour. He dared to say, that what was determined by Lord Mansfield and the Chief Justice of the Common Pleas was according to the rules of law, but it was certainly a case of abundant hardship. With regard to Captain Lumley, he was, most undoubtedly, also a meritorious officer, but he had not the same claim to being considered as captain of the ship, for he came on board, by order of the Commodore to have the pay of a captain, and victuals in the ship. In short, while Captain Sutton was captain, as most assuredly he was, and must be, until displaced, either by the Admiralty or sentence of Court Martial, nobody else could be captain of that ship. As well might it be said, that Lord Pigot was not governor of Madras, in consequence of the most shameful treatment he met with there, as to say, that Captain Sutton was not captain of the Isis while he was thus under arrest. His Lordship expatiated considerably on this case, and concluded with saying, that he was most clearly of opinion, that judgment ought to be given for Captain Sutton. To which the other Judges assented, and judgment was given accordingly.

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PLYMOUTH REPORT,
FROM MARCH 22 TO APRIL 22.

March 22. WIND E. S. E. Fair. This morning arrived the Telegraph, Lieutenant Worth, and her prize L'Hirondelle, a National French corvette of 16 guns. The former went up the harbour, and the latter into Catwater. She is much cut in her sails, masts, and rigging. A shocking accident happened last evening, about five o'clock, in the shell magazine at the gun-wharf in the Arsenal Dock: as some men were taking out a quantity of six-inch live shells fixed, by some means the fuses of several caught fire, and blew up with a dreadful explosion, which was heard all over the three towns: two men and a boy were killed, and four severely wounded. It was providential the whole quantity had not blown up, which might have endangered the dock yard. This day a midshipman of the Castor frigate was brought to the Royal Navy Hospital, a most miserable object, having been blown up by a priming horn, with glazed powder, which scorched his face dreadfully, and mutilated both hands. A seaman of the Phœbe died in the hospital: his death was occasioned by a block falling on his head, which fractured his skull. Arrived the Repulse, 64 guns, in Cawsand Bay.

24. Wind E. N. E. Small rain. Arrived L'Indefatigable, French corvette, 20 guns and 120 men, prize to the Ethalion, 38 guns, Captain Young, after a long chase. She is a complete vessel, and fitted out with six months stores and provisions for Guadaloupe. Arrived a sloop from Bourdeaux to Brest, with provisions for the fleet there, prize to the Clyde, 36 guns, Captain Cunningham. Sailed the Dragon, 74 guns, Captain Campbell, to join the Channel fleet. Arrived from a cruise the Naiad, 38 guns, Captain Pierrepoint.

25. Wind W. N. W. Fair. Arrived from a cruise, Melpomene, 44 guns, Sir C. Hamilton, Bart. Sailed for the Downs the Plymouth lugger, Lieutenant Elliot, with a convoy of 60 sail. Sailed the Indefatigable, 44 guns, Captain Taylor, on a cruise.

26. Wind W. S. W. The Argus Lugger, of 16 guns, Lieutenant Clarke, which sailed from Jamaica on the 24th December 1798, with the mails for England, and was supposed to be lost, carried away her masts in a gale of wind and threw ten guns overboard, was captured by La Vendemaire, French privateer, of 16 guns, and carried into Corunna. At four P. M. arrived the Indefatigable, 44 guns, in damage, having shipped a heavy sea, which stove in her head rails and sprung her bowsprit.

27. Wind S. W. Rain. Went down into the Sound the St. Fiorenzo, 40 guns, Sir H. B. Neale, Bart. Sailed the Castor frigate, Captain Gower, on a cruise. Orders came down from Rear Admiral Berkeley to sail from Cawsand Bay the first spirt of wind. Remain in Cawsand Bay the Magnificent, 74 guns, Captain Bowater; Cæsar, 84, Sir J Saumarez; Atlas, 98, Captain Jones; Mars, 74, Rear Admiral Berkeley, Captain Manly; Impetueux, 84, Sir E. Pellew; Dragon, 74, Captain Campbell; and Repulse, 64, Captain Alms.

In the Sound.—Revolutionnaire, 44 guns, Captain Twysden; Fiorenzo, 40; Naiad, 38, Captain Pierrepoint; Indefatigable, 44.

In Hamoaze, fitting for Sea.—Terrible, 74 guns, Captain Faulknor; Robuste, 74, Captain Countess; Ramilies, 74; Bellona, 74, Sir T. B. Thompson; Unicorn, 32, Captain Wilkinson; La Loire, 48; Doris, 36, Lord Ranelagh; La Nereide, 36; Uranie, 40, Captain Towry; Arab, 18, Captain Capel; Thisbe, 28, Captain O'Brien. In Earnpool, La Nymphe, 36 guns, Captain J. Frazer.

28. Wind variable. Arrived St. Gorondiza, a Spanish packet of 16 guns, from the Havannah for Corunna, with sugars, cochineal, &c. prize to the Mermaid frigate, and Sylph 18 guns, Captain White. Arrived the Spitfire, 20 guns, Captain Seymour, from a cruise.

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29. Wind S. W. Sailed Sufficante and Childers sloop of war. Sailed the Melpomene, 44 guns, Sir C. Hamilton, with French prisoners for Portsmouth.

30. Wind E. Blows hard. Passed by the Venus, 36 guns, and the outward bound Newfoundland fleet, with Lord Hugh Seymour, and six sail of the line, for his station off Brest. This day Lieutenant Ellison, late of the Melampus, put La Nereide, 36 guns, Captain Watkins, into commission. Arrived La Debut, 6 guns, prize to the Sylph; also the Aurora, bound to Hamburgh from Oporto, prize to the Fishgard, 48 guns, Captain Martin; and the Aquilon, from Gibraltar, with sundries.

31. Wind E. Blows hard. Sailed the Revolutionnaire, 44 guns, on a cruise.

April 1. Wind E. N. E. Blows hard. Sailed to join Lord Hugh Seymour, the Impetueux, 84 guns, Cæsar, 84, and Magnificent 74. Arrived from the Downs, in only seventeen hours, the Plymouth lugger, Lieutenant Elliot. Sailed for Africa, the Viper cutter, Lieutenant Pengelly, with the Triton. Sailed the Spitfire, 20 guns, to the westward. Arrived, Fanny, Watson, from Virginia, taken and retaken by the Atalante, 16 guns, Captain Griffiths.

2. Wind E. N. E. Fair. Arrived from a cruise the Hornet, 18 guns, Captain Nash; and Melpomene, 44, from Portsmouth.

3. Wind E. S. E. Cloudy. Arrived from Morlaix the Betsey cartel, Singleton, master. She brought over an American captain and six Irish seamen, who were taken off Killala Bay, Ireland, having boarded La Romaine, 44 gun French frigate, by mistake.

4. Wind E. S. E. Blows hard, with rain. Last night as the clerk to Mons. Vochiz, French agent for prisoners of war, was coming up Lisson Hill in a post chaise, he was attacked by two footpads, dressed like seamen, who robbed him of his gold watch and eight guineas, with which they made off. Letters from the Phœbe, 36 guns, Captain Barlow, mention the safe arrival there of the Russell, 74 guns, Phœbe 36, and Proselyte 32.

5. Wind S. S. E. Rain. Captain J. Still, late of the Hiram American ship lately retaken and brought in here by one of the cruisers, came passenger in La Fortune French brig, carried into Fowey by the Hind revenue cutter, Lieutenant Bray, brings an account of the following vessels being captured and destroyed, viz. Aurora, Todd; Scipio, Shivers; Jane and Mary, Taylor. The Resolution, Ross, and the Princess Amelia, Hopkins, were burnt by Le Spartiate, French privateer, of 20 guns and 160 men, from Bourdeaux. The Pallas, Vernon; Pigou, Simkin; Lydia, Marne, lost on the Olives. The Stockport, Fownes; John, ——; Johannon, Biggs; Columbus, Skrine; not arrived. Eight other Americans were carried into Bayonne, and were condemned in March last.

6. Wind N. N. E. Fair and moderate. In consequence of orders from the Admiralty the following ships in Cawsand Bay sailed this afternoon, with a fine leading wind to join the Channel fleet, viz. Mars, 74 guns, Rear-Admiral Berkeley; with the Dragon, 74; Atlas, 98; Repulse, 64; and Amelia, 44. Arrived, in damage, an American packet from Boston, with passengers. Sailed the Hornet, 18 guns, Captain Nash, with a convoy to the eastward. Arrived the Petronella, Knapp, from Alicant, bound to Hamburgh.

7. Wind E. N. E. Cloudy. Arrived the Ethalion, 38 guns, and Spitfire, 20; the latter brought in with her a fine French brig corvette called La Resolue, 14 guns and 65 men, out from St. Maloes 36 hours, taken last Sunday in a heavy gale of wind; quite new, only launched six weeks. She belongs to the same owners as the L'Hirondelle; prize to the Telegraph, Lieutenant Worth. At five, P. M. hove in sight the Boston, 32 guns, and Termagant sloop of war, with the American convoy for Halifax, New York, Boston, and Charlestown. Two Americans here got under weigh, and the whole proceeded down Channel.

8. Wind S. S. E. With flying clouds. Went down into Cawsand Bay, the Terrible, 74 guns. Arrived the Fly, 18 guns, Captain Mudge, from a cruise. Arrived the William Pitt lugger from Gibraltar.

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9. Wind S. W. Blows hard. Arrived from off Corunna, the Mermaid, 32 guns, Captain Newman; and Sylph, 18 guns, Captain White. Also the London packet, with a convoy from Bristol. Went down into the Sound the Uranie, 44 guns, Captain Towry. Arrived from off Brest the Defiance, 74 guns, in damage, having sprung her bowsprit.

10. Wind S. W. Blows hard. Arrived the Bellona Prussian Brig from Lisbon for Hamburgh, with sugar, wool, cocoa, pepper, &c. detained by the Phæton and Stag frigates. Returned the outward bound American fleet, under convoy of the Boston, 32 guns, and Termagant, 18.

11. Wind S. W. Rain. This day Vice Admiral Sir T. Paisley, Bart. who lost his leg on the glorious First of June, arrived from London to take the command of his Majesty's ships and vessels at this port, vice Admiral Sir R. King, Bart Admiral of the White. The latter, at eleven A. M. struck his flag at the main, when Vice-Admiral Sir T. Paisley hoisted his at the fore as Vice-Admiral of the Red, and was cheered. On which every man of war in port changed her ensign from white to red. Arrived the Seagull, 18 guns, Captain Wray, from a cruise: she was drove into the Bay by the late severe gales of wind at east. Saw Lord Bridport's fleet all well on Sunday last. At six P. M. passed up Lord Bridport's fleet for Spithead.

12. Wind N. N. E. Fair. Captain Wickey arrived this forenoon to take, as flag captain, the command of the Cambridge flag ship in Hamoaze, vice Captain R. Boger, who retires, and carries with him the good wishes of every officer and seaman in the ship. —— Macklerath, Esq. succeeds G. Brewer, Esq. as admiral's secretary. Orders came down this day for the Boadicea, 44 guns, Captain Keates, and Seagull, 18 guns, Captain Wray, to take on board 183 French prisoners for Portsmouth, from the Ethalion and Spitfire.

13. Wind N. N. E. Showery. This forenoon the Boston and Termagant made the signal for the American convoy to get under weigh. At twelve at noon most of the fleet got out of Catwater, and at eight P. M. the whole were clear of Pontal Point, with a fine leading wind. Came in the Argus French lugger of 16 guns and 90 men, prize to the Pomone, 44 guns, Captain Reynolds.

14. Wind E. N. E. Blows hard. Sailed the Indefatigable, of 44 guns, on a cruise. At eleven A. M. hove in sight, Admiral Lord Bridport's fleet, seven sail of the line, and two frigates.

15. Wind E. N. E. Blows hard. Sailed for Lord Bridport's fleet the Naiad frigate, with dispatches.

16. Wind E. N. E. Blows hard. A duel was fought between the second lieutenant and surgeon of the Mermaid frigate, in consequence of some high words. After a case of pistols being fired, and having taken effect, the seconds interfered, and the wounded principals were conveyed to their lodgings, and are in a fair way of recovery.

17. Wind S. W. Blows hard. Arrived the Florenzo, of 40 guns, Captain Sir H. B. Neale, and the Amelia, of 44, Hon. Captain Herbert, from a cruise. On the 9th instant, off Belleisle, they fell in with a French squadron from Brest, viz. La Vengeance, 48 guns, 24-pounders, and 400 men; La Corneille, 44 guns, 18-pounders, and 320 men; La Semillante, 44 guns, 18 pounders, and 320 men; and cutter gun vessel, of 12 guns; when an action commenced, which lasted near two hours, when the French ships made off for the river Loire, and our ships being disabled, the Houdic Rocks being under their lee, lay to, to refit. The Florenzo had her lower masts badly wounded, all her starboard shrouds shot away, and her driver boom gone; sails, yards, standing and running rigging much cut. The Amelia is equally disabled, and her main top mast gone. The Florenzo had one killed and 18 wounded; the Amelia had two killed and 19 wounded.

The action, as gallant and well fought as any this war, reflects the highest honour on Sir H. B. Neale, Captain Herbert, and their officers and crews. They were so close to the coast of France, that they could see the shores lined with

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spectators viewing the action, the batteries keeping up a constant fire. Our frigates fired sixty broadsides, the seamen cheering at intervals, and when the French squadron made off, they gave them nine hearty cheers. On board the Fiorenzo there were seventeen of the late Ambuscade's crew, who behaved nobly, and retrieved their late disaster. The French batteries actually fired on their own frigates as they retreated. The Fiorenzo, since the action, captured a light brig, and L'Enterprenant French letter of marque, from Cape Francois, with sugar, coffee, indigo, and dollars.

The French frigates came out of Belleisle Roads, thinking to capture the Amelia, who had lost her main topmast in a gale of wind.

Arrived the Nymphe, American brig, with cocoa, sugar, and indigo, bound to Corunna, recaptured by one of our cruisers. Also the schooner Echo of Poole, for Newfoundland, with coals, iron, bread, &c. taken by a French privateer, and retaken by the mate and boy.

18. Wind N. W. Fair. This day the captains of the navy in this port gave a grand dinner at the Crown Hotel, Cowley's, Plymouth Dock, to Vice Admiral Sir T. Paisley, Bart. in compliment to his taking on him the command of the men of war at this port. Arrived the Argus French privateer, 16 guns and 90 men, prize to La Pomone, 44 guns, Captain C. Reynolds. Arrived to refit, the Proselyte, 32 guns, from Ireland.

19. Wind N. N. W. Fair. Fitting for sea in Hamoaze, La Loire, 48 guns, Captain Newman; Nereide, 36, Captain Watkins. In dock, Windsor Castle, 98 guns; Caton hospital ship; La Constance, 24. Nearly ready for sea. Bellona, 74 guns; Ramilies, 74; Robuste, 74. Arrived from a cruise, Sanspareil, 84 guns, Rear-Admiral Lord Hugh Seymour; Formidable, 98; Atlas, 98; Triumph, 74; Canada, 74; and Saturn, 74; Magnanime, 44, from Ireland.

20. Wind S. W. Blows hard. Sailed for Portsmouth to refit for the West Indies, the Sanspareil, 84 guns, Lord Hugh Seymour. Went down into the Sound, La Raillure, 15 guns, Captain Raynon. Sailed with dispatches for Admiral Lord Bridport, the Lady Jane cutter; also on a cruise, the Naiad frigate, and Arab, 18 guns, Captain Capel. The Terrible, 74 guns, on a cruise, and Boadicea, 44 guns, Captain Keates, for Spithead, with prisoners.

21. Wind N. N. W. Fair. M. Whitford, coroner, took an inquisition on a seaman of La Loire, who fell from the main-top, and was killed; verdict, accidental death. This morning a Surgeon's mate of the navy, in a fit of insanity, cut his throat; but being conveyed to the Royal Naval Hospital, the surgeons sewed up the wound, and he is in a fair way.

22. Wind S. W. Rain. Arrived from convoying three ordnance storeships for Minorca, with all sorts of stores for that island, La Pomone, 44 guns, Captain C. Reynolds.

PORTSMOUTH REPORT.

FROM MARCH 31 TO APRIL 24.

March 31. Sailed the Fly sloop of war, and Pigmy cutter, on a cruise. Arrived the Beaver sloop of war, and a large fleet under convoy from the Downs. Came into harbour, to refit, the Lancaster and Diana men of war. Late on Friday evening the outward bound East India ships, with their convoy, the Arethusa, attempted to get under weigh, to proceed on their voyage, but it coming on suddenly a strong gale from the east, with a heavy sea, the greatest part of them could not get their anchors, but the convoy, and one of the ships which got her anchor in, stood out to sea, and have not since been heard of.

April 2. The Arethusa arrived this morning again at St. Helen's, and sailed this afternoon, with all the outward-bound East India ships under her convoy. The Diamond frigate this day came to Spithead from St. Helen's.

7. Sailed yesterday morning early, the Boston frigate for Halifax, with a fleet under convoy. Sailed this day the following ships on a cruise in the

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Channel, viz. Royal George, 110 guns, Admiral Lord Bridport, Rear Admiral C. M. Pole, Captain W. Domett; Glory, 98 guns, Captain T. Wells; St. George, 98 guns, Captain S. Edwards; Prince, 98 guns, Rear Admiral Sir C. Cotton, Captain T. Larcom; Neptune, 98 guns, Captain J. Vashon; Pompée, 80 guns, Captain C. Stirling; Achilles, 74 guns, Captain G. Murray; Anson, 44 guns, Captain P. C. Durham.—And the following ships, armed *en flute*, sailed this day with troops for Dublin, viz. Trompe and Diadem with the West York—Expedition, Inconstant, and Experiment, with the Oxford—Druid, Blonde, and Dictator, with the Cambridge.

9. The ships which sailed under command of Lord Bridport put back this morning to St. Helen's, owing to strong contrary winds. This day arrived at Spithead, a French brig privateer, of 18 guns, captured by the Boudicea frigate, Captain Keates.

14. Sailed yesterday morning, with a fine breeze from the eastward, the fleet under Lord Bridport, consisting of seven sail of the line and a frigate.—Arrived this day from the Downs, the Eugenie sloop of war, with the following East India ships, outward bound, and a great many West Indiamen and coasters, under convoy, viz. Lord Hawkesbury, Rose, Britannia, Sir Stephen Lushington, and Minerva.—Arrived La Seine frigate from a cruise, and Repulse, of 64 guns, from Plymouth; and Admiral Nelson, Martin, from Jamaica.—The Royal Sovereign, Captain Bedford, yesterday went out of the harbour to Spithead; The Inconstant and Experiment, with the militia corps, sailed yesterday for Ireland.—This day the purser of the Eurydice homeward-bound East India ship landed here. He left the ship at the entrance of the Channel.

21. This afternoon sailed the West India fleet, under convoy of the Quebec and Dryad frigates. Arrived the Hermonia Danish ship from the East Indies, three months from the Cape.

24. This day arrived at St. Helen's, the Venerable, of 74 guns, from the eastward. In the forenoon the Quebec and Dryad, with the West India outward bound convoy, again put to sea, with a moderate breeze at E. N. E. as did the Diamond frigate with the East India fleet.

YARMOUTH, *April* 22. This morning sailed the Latona frigate, on a cruise to the Northward, and the King George packet, Captain Deane, with the mails and passengers for Cuxhaven.

24. Yesterday arrived the Astrea frigate from a cruise. This morning arrived the Prince of Wales packet, Captain T. Hearn, with the mail passengers, and 60,cool. in specie from Cuxhaven. The under-mentioned ships are under sailing orders to relieve the fleet off the Texel under Commodore M'Dowall—Prince Frederick, Director, and Madras men of war, and the Latona and Juno frigates.

DEPTFORD, *April* 23. Yesterday afternoon, at a quarter before four o'clock, was launched from Deptford Yard, a new frigate, of 36 guns, called the Amethyst. Her dimensions were—

Length on the lower-deck	150 feet	Depth in hold	13 feet 8 inches
Of the keel	141	Burthen	1041 tons
Breadth extreme	39 feet 6 inches		

Her Royal Highness the Princess of Wales, a number of the nobility, and most of the Admiralty and Navy Commissioners were present at the sight. A box, covered with green baize, was fitted up for the Princess, and the state chair from the Queen Charlotte yacht, very highly perfumed, was placed for her to sit on. The crown, however, had been taken off the canopy.

IRELAND.

COVE, CORK, *April* 19. Yesterday arrived here Le Papillon French brig privateer, prize to his Majesty's ship Melampus, taken the 15th inst. in lat. 48. 30. long. 15. Le Papillon is a fine vessel of large dimensions, quite new,

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peppered, and pierced for 18 guns; has 16 long nine-pounders, and four 32 brass carronades mounted, and 124 men. The Melampus has also recaptured a schooner from Newfoundland, which has not yet arrived.

The Melampus left the West India convoy which sailed on the 9th of March, with his Majesty's sloop La Volage, all well, on the 13th of the same month, 59 leagues to the windward of Madeira, with a fair wind.

EAST INDIA REPORT.

FROM MARCH 21 TO APRIL 90.

March 21. THE second and third divisions of East India ships of this season remaining to be dispatched, consist of the following:

Second Division, to be dispatched the beginning of May—Minerva, Britannia, Rose, and Charlton, for Coast and Bay; Sir Stephen Lushington, for Bengal and Bencoolen; Albion, for Bombay; and Duke of Buccleugh, for China.

Third and last Division, to be dispatched the latter end of June—Asia, for Coast and Bay; Woodford, for Bombay; Lord Hawkesbury, for St. Helena and Bengal; Warley, Hope, Earl of Abergavenny, and Hindostan, for China.

April 13. Yesterday morning Mr. Stoakes, of the Eurydice, arrived at Mr. Dundas's office, with an express from Lord Mornington, at Bengal.

The Eurydice sailed from Bengal the 29th of November; from the Cape the 1st of February; arrived at St. Helena the 14th, and sailed the 15th; left off Cape Clear the 7th of April, and intended to go into Cork.

The Sphynx man of war and following ships were at St. Helena:—Henry Dundas, Lord Camden, Dover Castle, Busbridge, Good Hope, Varuna, Atlantic, Fame (private ship), and a Portuguese.

SHIPS LEFT IN BENGAL.

Earl Fitzwilliam, to be docked; Earl Wycombe to be repaired.

Admiral Gardner, gone to Bencoolen; Worcester, gone to Ceylon, and to return; Thetis, leaky, and to be docked; Earl Howe and Princess Charlotte, armed, and to be sent to the Malabar Coast.

Commodore Blanket was at Socotra, and Admiral Rainier, with the Suffolk, La Virginie, and another frigate, in Mangalore Roads.

PROMOTIONS AND APPOINTMENTS.

CAPTAIN WALLIS was presented to the King and Queen on the 17th and 18th at the levee and drawing room, for the first time since the loss of the *Proserpine*, by Earl Fortescue, brother in law to Lord Grenville; was most graciously received, and had the honour to kiss their Majesties hands.

Vice Admiral Lutwidge is appointed port Admiral in the Downs, vice Admiral Peyton; Admiral Mitchell port admiral at the Nore, vice Vice Admiral Lutwidge; and Admiral Sir Thomas Paisley, Bart. port admiral at Plymouth, vice Sir Richard King, who retires.

Captain Frederick Watkins * is appointed to the command of the Nereide frigate, of 36 guns, now fitting at Plymouth.

Captain Thomas Baker is appointed to the command of his Majesty's frigate Nemesis, of 28 guns.

Captain L. Skynner is appointed to the command of his Majesty's frigate Lutine, of 32 guns.

Vice Admiral Sir W. Parker is to succeed Admiral Vandeput on the Halifax station.

Rear Admiral Whitshead is to hoist his flag in the Mediterranean, under Lord St. Vincent, whither he goes about the close of the present month.

* Captain Watkins was first lieutenant of the Blanche frigate when the brave Captain Faulknor engaged La Pique, of 38 guns, on the 5th of January (1795). Captain Faulknor being killed two hours after the action commenced, the command devolved on Lieutenant Watkins, who continued the contest in a most gallant manner for three hours, and took the frigate.

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Sir Thomas Paisley has hoisted his flag as commander of his Majesty's ships at Plymouth, in the room of Admiral Sir Richard King.

Captain H. C. Dickson has the Monarch, in the room of Captain S. Sutton.

Captain Peter Puget has the Temeraire of 98 guns, removed from the Tromp. This gentleman commanded the Chatham in Vancouver's voyage of discovery. The Temeraire is intended for Admiral Whitshead.

Captain S. Sutton is appointed to the Prince, Sir Charles Cotton's ship.

Lieutenant Worth, who captured L'Hirondelle, is appointed by the Lords of the Admiralty a master and commander.

Lieutenant P. Hue (late commander of the Argonaut at Chatham), is appointed to the rank of master and commander of his Majesty's ship Actæon.

Lieutenant W. Hanwell, who succeeded to the command of the Sheerness frigate on the African station (upon the decease of Commodore James Cornwallis) is confirmed in the rank of post captain.

Note, The African station is the only one belonging to Great Britain where naval officers are allowed the privilege of giving themselves rank, upon the event of a superior's decease. Lieutenant Hanwell being left the senior officer on the coast, gained two gradations of rank: a circumstance so rare as to occasion this remark.

Your humble servant.

Surry Street, April 19, 1799. NAUTICUS.

MARRIAGES.

At Stonehouse church, John Temple, Esq. to Miss Boger, only child of Capt. R. Boger, of the Cambridge guard ship at Plymouth. Mr. Temple is nephew to Lady Temple of Stonehouse, relict of the late Sir W. Temple, and changed the name of Dicken for that of Temple in 1796.

April 2. At Brent Ely, Suffolk, the Rev. Joshua Rowley, son of the late Admiral Sir Joshua Rowley, Bart. to Miss Mary Scourfield, daughter of Henry Scourfield, Esq. of Robertson Hall, Pembrokeshire.

The 6th inst. William Huskisson, Esq. M. P. under secretary of state in Mr. Dundas's department, to Miss Milbanke, youngest daughter of Admiral Milbanke.

OBITUARY.

CHARLES Henry Bicknels, Esq. eldest son of Charles Bicknels, Esq. solicitor to the admiralty.

In March 1797, at the Cape of Good Hope, Lieutenant Alban Jones, of the Dortretcht guardship.

In January last, at Port Royal, in Jamaica, the Hon. Lieutenant Roger Montgomerie, of the royal navy, second son of the Earl of Eglintoun.

The 12th ult. at Anstruther, in Scotland, Alexander Cunningham, Esq. of Pithorthie, captain in the royal navy. This gentleman behaved very gallantly in the two last wars, having been in no fewer than seventeen line-of-battle engagements. In the memorable victory gained by Admiral Boscawen over the French fleet in Lagos Bay, in 1759, he set fire with his own hand to the Ocean, of 94 guns, the finest ship in the French Navy, commanded by Admiral De la Clue, which had been driven on shore, and burnt her to the water-edge.

At Chatham, Charles Proby, Esq. commissioner of his Majesty's navy at that place, aged 74.

Lately, after a long and painful illness, Uzariah Uzuld, Esq. captain of his Majesty's ship Actæon.

Off the island of Jamaica, on board the Acasto frigate, Captain Richard Lane, suddenly.

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MEMOIRS OF
NAVIGATION AND COMMERCE,
FROM THE EARLIEST PERIODS.

No. II.

" Then from ancient gloom emerg'd
The rising world of TRADE; the Genius then
Of NAVIGATION, that in hopeless sloth,
Had slumber'd on the vast Atlantic deep,
For idle ages.——" THOMSON.

Additional observations on the Periplus of Hanno. Mr. Falconer's translation of it noticed. M. Bougainville's opinion of this celebrated navigator. First origin of the maritime power of the ancient Chinese, Indians, Persians, Ethiopians, and Grecians.—Argonautic voyage.—Minos.—Dædalus.

(Continued from Page 195.)

WE have traced the progress of Navigation, and Commerce, to the establishment of the Carthaginian power, without branching into a collateral narrative of those States in which the maritime character had also early appeared: obliged, by the nature of our work, to give a confined and limited view of the subject, and that often interrupted, from being continued at intervals, we are anxious to render each number of these Memoirs distinct and interesting. Previous to entering on the history of other Maritime States of the ancient world, we again wish to call our reader's attention to the first voyage, of which we have any particulars remaining, the Periplus of Hanno, the Carthaginian navigator.

In addition to what was advanced in our first Memoir, relative to this most interesting voyage, we have to notice a learned work, which we recommend to the perusal of professional men, and our patrons in general. Mr. Thomas Falconer, of Christ Church, Oxford, published in 1797, a translation of the Periplus*, accompanied with the Greek text. He also added explanations, from the accounts of

* Printed for Cadell and Davies, 8vo. price 4s.

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modern travellers, defended the work against the objections of Mr. Dodwell, and other writers, and illustrated the whole with maps from Ptolemy, D'Anville, and Bougainville.

"The narrative seems," says Mr. Falconer, "to have been originally designed for the information of Carthaginians, or of such traders as resorted to Carthage alone; and for this reason, the detail of the voyage from Carthage to the Pillars is entirely omitted. The ports of Africa, immediately following, are slightly described, in order to give a general notion of the situation of the new colonies; because the places were familiar to those who were addressed, and by whom they had probably been formerly examined. As the remaining part, which contains the discoveries, is authenticated by modern travels, I must infer that the whole account is true *."

Hanno concludes his voyage with an account of some Savage people living on an island, in a bay called the Southern Horn; who were certainly what Bougainville calls the *Pongos*, or *Orang Outang*. It manifests the very limited knowledge which the Carthaginians at that time possessed, respecting the natural history of their own continent:

"On the third day," continues Hanno, "after our departure thence, having sailed by those streams of fire †, we

* Mr. Falconer has prefixed to his work, *Testimonia et Judicia de Hanone*; we insert those which he gives from Pliny:

"Hanno, Carthaginis potentia florente, circumvectus a Gadibus ad finem Arabiæ, navigationem eam prodidit scripto." *Hist. Nat. lib ii. c. 67.*

Idem, lib. v. c. 1.

"Fuêre et Hannonis Carthaginiensium ducis commentarii, Punicis rebus florentissimis explorare ambitum Africæ jussi quem secuti plerique è Græcis nostrisque, et alia quidem fabulosa, et urbes multas ab eo conditas ibi prodidere, quarum nec memoria ulla, nec vestigium extat."

Idem, lib. v. c 36.

"Penetravit in eas (Gorgadum insulas) Hanno Panorum Imperator, prodiditque hirta feminarum corpora, viros pernicitate evasisse; duasumque Gorgonum cutes argumenti et miraculi gratia in Junonis templo posuit, spectatas neque ad Carthaginem capeam"

† Fires during the night, according to Mr. Bruce, are universally made by the shepherds on this coast to keep off the wild beasts, and to prevent the bad effects of the cold, which succeeds the hottest days.

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arrived at a bay called the Southern Horn; at the bottom of which lay an island like the former, having a lake, and in this lake another island full of savage people, the greater part of whom were women, whose bodies were hairy, and whom our interpreters called Gorillæ. Though we pursued the men, we could not seize any of them; but all fled from us, escaping over the precipices, and defending themselves with stones. Three women were however taken, but they attacked their conductors with their teeth and hands, and could not be prevailed on to accompany us. Having killed them, we flayed them, and brought their skins with us to Carthage. We did not sail further on, our provisions failing us."

Respecting the age of Hanno, Mr. Falconer having adopted the opinion of M. Bougainville, gives the following translation * of some of his arguments.

—Carthage existed as a political state 737 years. In order to discover the points between which the voyage of Hanno may be placed, in the course of these 737 years, I divide this whole period into three parts. The first comprehends the time, from the foundation of Carthage, to the invasion of Sicily by the Carthaginians, and of Greece by Xerxes, in the year 480 B. C. which contains a space of 403 years. The second part, commencing from this point, terminates in the year 264, when the rivalship of Rome and Carthage manifested itself by a celebrated rupture. The third part, which comprehends the three Punic wars, consists of 118 years only: it extends from the year 264 to 146, when Carthage was destroyed. The learned have generally referred the voyage of Hanno to the second part; but in my opinion, says M. Bougainville, it belongs to the first, when the words of Pliny are explained.

Let us now attempt to shew that the words of Pliny, *flogentissimis Pœnorum rebus*, in whatever sense we interpret

* Memoires de l'Acad. des Inscriptions, vol. xxiii. p. 261. We have altered some parts of this translation, which appears to have been printed in too much haste.

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them, agree better with the times that precede the invasion of Sicily, than *with those which followed.* Do we wish to apply the most extensive meaning to the words? The affairs of the Carthaginians were never in a more flourishing state than when Xerxes invaded Europe. Let us judge of them by the opinion which was entertained at that time; an opinion so favourable, that the Great King, notwithstanding his pride, thought it was his interest to make overtures to these plain republicans, and invite them by his ambassadors to unite in a league. Let us judge of them by the prodigious armament which they prepared on this occasion, when they displayed their forces for the first time. Do we wish to consider the text of Pliny in a sense less extended, and more natural? We shall not be obliged to have recourse to reasoning, or facts, to be convinced that a power, which had attained its highest elevation at the time of Xerxes, must have been very flourishing before his reign. As it was established on an extensive Commerce, it could increase by degrees only; but for this reason, it must have increased at an early time, if favourable circumstances had then concurred to augment the Commerce, of which that however was the effect.—Now let us observe, adds M. Bougainville, all these circumstances combined in favour of Carthage; let us bring back to our recollection the dreadful attack of Salmanazer, and Nabuchodonosor, against Tyre, before the time of Cyrus; the disinclination for Maritime Commerce and Navigation, which prevailed among the Egyptians, and the most celebrated nations of Asia; and, at the same time, let us represent to ourselves the advantageous situation of Carthage; the activity of its inhabitants; the ignorance of the neighbouring nations, indifferent possessors of the richest productions of the ground; we shall then perceive how much the influence of so many causes upon the Commerce of Carthage, must have rendered it prosperous; and are also enabled to imagine by what means, in a short time, a colony of Tyre became independent of the Mother-State, but still connected with it, prepared to collect the remains of

its Commerce, to appropriate to itself different branches of it, and to extend and multiply them by discoveries of its own.

The testimony of all antiquity concurs in raising our ideas of the important rank, which the republic of Carthage held amongst the principal powers after the death of Cyrus. We cannot determine the precise date of the conquests which they made in Spain, nor ascertain the time when they subdued Sardinia, and the Balearic Islands, nor when they laid the foundation of their power in Sicily. It is certain, however, that these events are very ancient, that the date of the most modern must be placed at the end of the seventh century before the Christian æra, and that the Carthaginians remained, more than six hundred years, sovereigns of the Sea.

The first treaty of the Carthaginians with the Romans, concluded in the year 509, the same year when the kings were expelled from Rome, mentions Africa, and Sardinia, as belonging at that time to Carthage *.

Their possessions in Sicily are clearly marked out; and the tone of authority which they assumed, proves the superiority they possessed in the Mediterranean. Nor were they less known in the East. Cambyses, the successor of Cyrus, was jealous of their power, and proposed to attack them after he had conquered the Egyptians, but was prevented from executing his project; because the Phœnicians, who composed his maritime force, persevered in their refusal to be employed against a nation, descended from the same ancestors with themselves.

The history of this State, during the first period, is imperfectly known. The Greek, and Latin writers, have preserved merely dispersed and unconnected facts. But there is no reason to conclude that the Carthaginians were not in a most flourishing situation. I should conjecture that, too prudent at this time to interfere in the affairs of Europe, and to aspire to brilliant, but ruinous conquests, they were engaged in more useful enterprises; and were extending

* Polyb. lib. 3. p. 176.

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their celebrity in Asia and Africa, whilst they remained unknown in Greece. The Theatre of their Maritime Achievements was too far removed from Greece to attract the notice of the latter: the silence which they have observed on this portion of history, does not prove that the subject was barren, but that it did not come under the investigation of the Greek Historians.

I think I have said more than sufficient to prove, that the voyage of Hanno may belong to the first period, having shown that their affairs were then in a very flourishing state. It only remains to assign a place to This Fact in this long series of years.

As all the Punic Names have a peculiar signification, so likewise has that of Hanno. It may be translated *gracious* or *kind*. Of the Carthaginians who have borne this name, and of whom history makes any mention, I can discover, continues M. Bougainville, only two who lived in the course of the first period. The latest is the father of Amilcar, who was overcome by Gelo in the plains of Himera, in the year 480. If this Hanno was the author of the Periplus, we cannot ascend higher than the year 510. I prefer another Hanno to the father of Amilcar, who was more ancient by some generations; I mean the Hanno who flourished about the time of Solon, and to whom Anacharsis, a contemporary of the Athenian legislator, addressed a letter, which Cicero has preserved. The time of Solon is determined in the year 594. The arrival of Anacharsis at Athens, answers to the year 589. His travels were extensive, and he did not return to his own country till he had visited all Greece, and Asia Minor. If this letter is genuine, the synchronism between the times of Hanno and Anacharsis, will not allow us to place the Voyage, and the Narrative, below the year 570 before the Christian æra. Carthage had then existed 333 years; a sufficient time to increase, and to become extremely flourishing. *That* Hanno, who, according to Pliny *, was the first person who tamed the lion, and,

* Plin. lib. viii. c. 21.

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according to Ælian *, converted this formidable animal into a beast of burden, and accustomed it to carry a considerable weight, is apparently the author of Periplus. I recognise him, as Bochart has done †, in the Hanno, who, according to Ælian ‡, wishing, either from vanity or policy, to take advantage of the superstitious ignorance of his countrymen, had privately instructed the birds to say, in the Punic language, *that he was a god.* These birds were certainly parroquets. If these anecdotes have any foundation, they agree too well with the discoveries made on the coast of Africa, and in the interior part of the country, not to belong to our author.

In placing this voyage towards the year 570 before the Christian æra, I could employ the authority of many historical facts with which it might be reconciled; and from these there would result a multitude of circumstances, in favour of Carthage, that were necessary to the formation and success, of such an enterprise.

I find, says M. Bougainville, the city of Tyre considerably weakened at that time, and in an exhausted state; which could not but be an advantage to the Commerce of the Carthaginians. This city, after having long resisted the force of the King of Babylon, fell at length under the power of the Conqueror, and with difficulty rose again. Carthage, which was become an asylum for a part of the Tyrians, was enriched by the losses of the mother-state, and peopled at its expence. This sudden accession, both of riches and population, enabled the Carthaginians to extend their settlements beyond the Pillars, and to establish numerous colonies along the coasts of Africa. The enterprise of Hanno was attended with every favourable circumstance; and the effort which Carthage then made, however great it may be supposed to have been, did not exceed its strength.

Another reason which determines my opinion in favour of the year 570, is, that this epoch places the Maritime

* Ælian. Hist. Nat. lib. v. c. 39.
† Bochart. Chanaan. lib. i. c. 37.
‡ Ælian Hist. var. lib. xiv. c 32.

Expedition of the Carthaginians, between two voyages round Africa, which we cannot question: the first of these was prior by forty years to that of Hanno, and might have suggested the idea; the other, posterior by a century, was projected perhaps from the expectations that had been excited, and from the light which had been afforded, by preceding voyages. Herodotus has mentioned these two Voyages. The first is that which Necho, King of Egypt, intrusted to the Phœnicians, about the year 610. The second was undertaken under the reign of Xerxes, towards the year 475, by Sataspes. As the reign of Xerxes continued twenty-one years, I have assumed the middle of it as the epoch of the Voyage, undertaken by his command, the date of which is not precisely settled by any Greek Historian.

Darius, the predecessor of Xerxes, had some years before reconnoitred the seas of Asia, by the celebrated Scylax of Caryandia, the admiral of the fleet, who employed two years, and an half, in examining the coasts as far as the Arabian Gulph.

I shall conclude, adds M. Bougainville, with observing, that such enterprises, undertaken by different powers, prove a kind of emulation to have prevailed; a circumstance which renders more than probable the epoch assigned, in the same period, to the voyage of Hanno.—

We will now consider the origin of the maritime power of the ancient Chinese, Indians, Persians, Ethiopians, Grecians, and other nations, until the death of Alexander; whose capacious mind first planned that extent of Commerce with India, which the policy of Great Britain has long endeavoured to realize and secure, by every exertion in her power.

About the year of the world 1816, and 2188 before Christ, Misraim, the son of Ham, the grandson of Noah, called Pharaoh in the twelfth chapter of Genesis, and thought to be the Osyris of prophane authors, whose Queen was Isis,

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founded the monarchy of Egypt *: and about the same period a colony of Egyptians are supposed to have travelled eastward, as far as China, and to have been the first planters of that country. In the course of time they acquired so much power, as to bring all India under their yoke †. Japan, Corea, Cochin-China, and Tonquin, were once provinces of China. If their vanity does not render their evidence suspicious, they extended their empire even to the Cape of Good Hope. But as the Chinese have nothing but fragments of their historical books for about 213 years before Christ, their remote history is consequently fabulous and imperfect. This was occasioned by the cruel decree of the tyrant Si-whang-ti, then reigning emperor, who caused all the books in the empire to be burnt, except those written by lawyers and physicians; and the more effectually to destroy the memory of every thing contained in them, he commanded a great number of learned men to be buried alive, lest from recollection they should commit to writing some portion of the true memoirs of the empire. Fohi, whom they believe to have been the founder of their kingdom, they declare was the same with Noah. According to the annals of Ormus, the Chinese have brought into the Persian Gulph alone near 400 ships, freighted with an infinite quantity of rich merchandise. The use of the Compass is very ancient among them; though it is hardly probable that Marcus Paulus brought it from China to Europe.

The war, which the Ancient Indians maintained against Semiramis, is a sufficient proof of their early maritime power. She was opposed by 4000 ships on the river Indus; and notwithstanding these vessels were made of single pieces of wood, yet, owing to the size which the trees of that country attain, they must have been very powerful for the age in which they were used.

* Anderson's History of Commerce, vol. i.
† Huet on the Commerce and Navigation of the Ancients.

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The renowned expedition of Osiris * into Egypt, the reputed son of Jupiter and Niobe, is a sufficient testimony that the greater part of the Indian Nation was descended from the Egyptians. Osiris reigned in India during fifty-two years; cultivated the country, civilized the people, built cities, and established many colonies.

Commerce which had been very frequent between India and Egypt, and had employed a considerable number of ships, began to decline under the Persian Empire. Having ports of their own, they disregarded Egypt as a road for the Indian trade: in the time of the Ptolomies the Egyptians renewed this trade, and chiefly under Ptolemy Philadelphus; but his descendants suffered it a second time to become neglected.

The ancient, and celebrated, Empire of Persia was admirably situated for the purposes of Commerce and Navigation. On the south it had the Indian and Arabian Seas, and the Persian Gulph, with the Caspian, and Black Sea, on the North. The great rivers Tigris and Euphrates were well adapted to convey its inland merchandise. Its commodious ports, and the secure harbours which its rivers afford, will one day again raise this Country into a proud supremacy. Its original name was that of Elam, from Elam the son of Shem, from whom its first inhabitants were descended. Herodotus calls them *Cephenes*; and in ancient times the people styled themselves *Artæi*, and the country where they dwelt *Artæa*. In the books of Daniel, Esdras, &c. it is called by the name of *Pars*, *Pharas*, or *Fars*, whence the modern name † is derived.

* Nothing gives a clearer idea of the grandeur of this monarch, than the following inscription which has been found upon some ancient monuments: *Saturn, the youngest of all the gods, was my father! I am Osiris, who conducted a large and numerous army as far as the deserts of India, and travelled over the greatest part of the world, and visited the streams of the Ister, and the remote shores of the Ocean, diffusing benevolence to all the inhabitants of the Earth.*

† Sir William Jones has declared that Persia is only the name of one province of this extensive empire; and that its present natives, and all the learned Musulmen, who reside on the British territories in India, call it IRAN.

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Semiramis was not ignorant of the advantages which this kingdom displayed, in a maritime view, and accordingly employed them to advance the science of Navigation. To her the invention of gallies has been attributed. We * are informed that she built 3000, all armed with beaks of brass. She also ordered the rivers to be rendered more commodious for the purposes of Commerce; and embarking in her fleet, advanced into the Southern Seas, being anxious to inform herself of the nature of the country, and of the nations inhabiting on her coasts. The mariners she employed were natives of Syria, Phœnicia, Cyprus, Cilicia, and Egypt.

The antient history of the Empire of Persia is but imperfectly recorded. The Grecians before Xenophon had no connection with it, but what was confined to bordering kingdoms, under feudatory princes. "The first Persian Emperor," says Sir W. Jones, "whose life and character they seem to have known with tolerable accuracy, was the great Cyrus." Yet this learned writer is far from considering Cyrus as the first † Persian king; he thinks a powerful monarchy had evidently subsisted in this country for ages, before the accession of that hero; that it was called the Mahébédian Dynasty, and was in fact the oldest monarchy in the world. The evidence upon which Sir William rests this opinion, is the work of a Mahometan traveller, com-

* Huet's History of Commerce and Navigation.

† *The Kings of Persia from Cyrus.*

Cyrus, before Christ	559 years.
Cambyses	529,
Smerdis, usurper for seven months.	
Darius	521,
Xerxes, the Great	485,
Artabanus, seven months.	
Artaxerxes Longimanus,	464,
Xerxes the Second,	425,
Sogdianus, seven months.	
Darius the Second, or Nothus	423,
Artaxerxes the Second, or Memnon	404,
Artaxerxes the Third, or Ochus	358,
Arses, or Arogus	337.
Darius the Third, or Cordomanus, 335, *who was conquered by Alexander the Great*	331,

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piled from the books of such Persians as fled from their country, upon the innovation made in religion by Zoroaster. Persia, in its ancient state, extended from the Hellespont to the Indus, above 2800 miles, and from Pontus to the shores of Arabia, above 2000 miles.

Under the name of Ethiopia, M. Huet comprehends all that vast Continent, which stretches from the tropic of Cancer to the Ocean. Its boundaries have not been exactly defined, either by ancient or modern geographers; no nation ever passed among them under such a variety of names. Sometimes it was called India, it was also denominated *Atlantia* and *Etheria*; and, in the most remote periods of antiquity, *Cephenia*, but more usually *Abasene*, a word resembling in some degree *Abassia*, or *Abyssinia*, two of its modern names. On the other hand we find Persia, Chaldæa, and Assyria, styled Ethiopia by certain writers; and all the countries extending along the coasts of the Red Sea, were promiscuously denominated India, and Ethiopia. By the Jews, the empire of Ethiopia was styled *Cush*, and *Ludim*.

Ethiopia received its first inhabitants from territories lying to the east of the Red Sea. Probably the descendants of Cush, having settled in Arabia, gradually migrated to the south eastern extremity of that country; whence, by an easy passage across the Straits of Babelmandel, they transported themselves to the African side, and entered the district properly called Ethiopia. This kingdom was bounded on the north by Egypt, extending all the way to the lesser cataract of the Nile, and an island named Elephantine; on the west, it had Libya Interior; on the east, the Red Sea; and, on the south, unknown parts of Africa:—but these boundaries, even of *Ethiopia Propria*, cannot be fixed with any kind of precision. Memnon, who came from Susæ to the assistance of Priam, is called by Hesiod, King of the Ethiopians; he is also mentioned by Virgil*. The Greek

* Se quoque principibus permixtum agnovit Achivis,
Eoasque acies, et nigri Memnonis arma. Æneid lib. i. l. 492.

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geographers styled all the more southerly people, of whom they possessed but an imperfect knowledge, *Æthiopes*. Their most noted cities were Axum, Napata, Premis or Premnis, Melis, Mondus, Abalis, Moaylon, Caloe, Opone, &c. The Jesuit missionaries were the first who gave any information to Europeans respecting this country. The voyage of Pere Lobo, a translation of which was one of the early productions of Dr. Johnson, is a valuable and interesting work. Excepting these accounts, and the late travels by Mr. Bruce*, we enjoy no correct source of information concerning Ethiopia.

Nothing tended more to render the trade of Ethiopia famous, than the navigations of Solomon and the Tyrians. The Straits of Babelmandel, by bringing the several wares from the Arabian Gulph † on one side, and those from the Southern Sea on the other, were of essential service to the

* Modern Ethiopia, or Abyssinia, as it is now termed, is divided, according to Mr. Bruce, into two parts, named Tigré and Amhara. The most easterly province, properly so called, is Masuah, running parallel to the Indian Ocean and the Red Sea, in a zone of about forty miles broad, as far as the island Mussuah.

† The Arabian Gulph, *Arabicus Sinus*, *Red Sea*, and now *Mar di Mecca*, stretched from north to south, between Asia and Africa, for eleven hundred miles; with Arabia Petræa, and Felix, on the east, from which it had its name, and with Egypt, and Ethiopia, to the west. Its greatest breadth is 250 miles. Dionysius, and the author of the book *de Mundo*, with most Greek writers, always distinguished this gulph from the *Mare Rubrum*, which they make a part of the ocean between India and Ethiopia; and some Roman authors extend the name, *Mare Rubrum*, to the Arabian and Persian Gulphs, which are arms of that ocean:—as Seneca, who by *Fretum Rubens*, means the Persian Gulph, into which the Tigris falls; and Pliny, by *Mare Rubrum*, often means the Arabian in common with the Persian Gulph; as do also the Seventy, and the author of the Epistle to the Hebrews; and though the Seventy translate *Iam Suph*, the Hebrew name of the Arabian Gulph, Ἐρυθρὰ θαλασσα, yet this is not to be understood as if both names were of equal extent, but that the one is a part of the other.—On the promontory of Ethiopia, at the mouth of the Arabicus Sinus, stood a town called Dire, or Dira. Near this was *Arsinoe*, called Berenice, with the distinction *Epidires*. On the opposite coast of Arabia were the towns of *Sanina*, *Ocelis*, a port and mart-town, and *Muza*, which was also a commercial emporium.—Calmet says that Josephus confounded *Berenice*, on the western shore of the *Red Sea*, with Ezion-Gaber, on the opposite shore.—Calmet's Dict. new ed. published by Taylor.

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commerce of the nations they divided. Owing to the many commodious ports on the coasts of these Straits, several places of trade were established. The merchandize brought home by the fleets of Solomon was gold, silver, ivory, and algum wood, with some precious stones. According to Mr. Bruce, whose veracity deserves greater respect than it has received, the Papyrus was a native of Ethiopia, and not of Egypt. This Country produced the Balsam Plant; which grew on the shores of the Red Sea, among the myrrh trees behind Azab, all the way to Babelmandel, and furnished the Balm of Gilead mentioned in Scripture. The Sassa Tree grew in Ethiopia, and produced a sort of gum much used in manufactories. Here also was found the Kolqual Tree, whose flowers are of a beautiful golden colour, and the fruit turns to crimson. The Kuara Tree is a native of Ethiopia; it bears a fruit like a bean, of a red colour, which in early ages was made use of as a weight for gold and diamonds, and hence most probably, as Mr. Bruce observes, the imaginary weight *Carat* is derived.—According to this gentleman, the river Nile has its source in this Country, near the village of Geesh, in long. 36° 55′ E. and lat. 10° 59′ N.

The Maritime History and Commerce of various nations known under the appellation of Greeks *, in the next place

* According to Josephus, Javan, the son of Japhet, and grandson of Noah, was the ancestor of the Greeks. Their most ancient name was *Ions*, which they themselves derived from Ion, the son of Xathus, or, according to the fable, of Apollo, by Creusa, daughter of Erichtheus, the grandson of Deucalion. The name *Greci* does not occur, as Dr. Adam observes in his Ancient Geography, in either Homer or Virgil, who use instead Achivi, Argivi, *Danai*, *Graii*, *Grajugena*, &c. They called themselves *Hellenes*, and their country *Hellas*. Their migration has been traced from among the first inhabitants of Asia, and the colonies of Egypt. The original tract of territory styled *Hellas*, was of small extent, being scarcely half so large as England, and not equal to a fourth of France or Spain. "It was included," says Mr. Mitford, "between the 36th and 41st degrees of northern latitude, surrounded by seas, except where it borders upon Epirus and Macedonia. These two provinces participated the same origin with the Greeks, and spoke a dialect of the same language, nor have we any direct information how they became excluded from the name." *Graecia Vera*, or *Greece properly so called*, was divided into *Achaia*, or *Hellas*

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claims our notice. During the time that Navigation, and Commerce, flourished under all those nations, whose history we have glanced at as we passed, it was not neglected by Greece. Its vain and artful, but celebrated inhabitants, made no scruple in taking to themselves the merit of many discoveries which had originated in Egypt or Phœnicia. Their ingenuity cast the veil of fable over the shameful imposition, and left it to succeeding ages to discover the deceit. If the superior mind of a Bryant has too boldly attempted to unravel their splendid tissue of falsehood, the day must at length arrive, when the prejudices of mankind will not lean so obstinately to opinions, though surrounded and supported by such an accumulation of scholastic ability.

According to the Grecian tales, or fables, Pyrrhon the Lydian, is reported by them to have first discovered the art of bending planks by fire, for the purposes of ship-building. Pisæus * invented the rostrum, or beak head; Typhys the rudder; Epilamius completed the anchor, which at first had but one fluke. From the bireme, invented by the Erythræi, came the use of oars; Crete claimed the invention of masts and cross-yards; Theseus, Icarus, and Dædalus, the application of sails; which Proteus first managed with skill, and who, from their various shapes in shifting, became so celebrated for possessing the power of transformation. Hippus, the Tyrian, devised vessels of burden for traffic; and Jason, or Glaucus, as is shown by the learned Bochartus, in his Geographia Sacra (p. 819, 820), built the first long ship, which he called Argo, or Arco, from a Phœnician word signifying long. The ships used prior to this, by the Greeks, were round. The construction of the vessel was evidently taken from the Phœnicians, which, according to Bochartus,

above mentioned, *Peloponnesus*, *Morea*, and *Insula*, and these again were subdivided into thirteen provinces, into the islands of the Ionian sea, and into those in the Egean. The provinces were, 1. *Attica*; 2. *Megaris*; 3. *Bœotia*; 4. *Phocis*; 5. *Doris*; 6. *Locris*; 7. *Ætolia*; 8. *Achaia Propria* (divided into Corinthia, Sicyonia, and Achaia Propria); 9. *Argia*, or *Argolis*; 10. *Laconia*; 11. *Messenia*; 12. *Elis*; 13. *Arcadia*.

* Evelyn's Origin and Progress of Navigation and Commerce, p. 19.

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had fifty oars, twenty-five on each side, and therefore, he says, must have been fifty cubits in length.

Such is the general outline that is usually given of the early Naval Force of Greece. Yet evidently, even in this, there appears an omission. The Argonautic expedition, in which the first long ship was said to have been employed, is placed in the year of the world 2754; but in the year of the world 2529, Danaus, being expelled from Egypt by his brother Ramases, or Egyptus, with whom he reigned conjointly after the death of their father Belus, appears to have sailed in the ship Armais, the first ever seen in Greece, with his fifty daughters, in search of a settlement, and to have ascended the throne of Argos, at which time some useful inventions were introduced into Greece by him; and in 2622, (A. M.) Jupiter, King of Crete, undertook a piratical expedition, in a vessel called the *White Bull*, and carried off Europa, daughter of Agenor, King of the Sidonians.

It is most probable that all the Naval Expeditions undertaken by the Greeks, prior to that of Jason, were merely for purposes of piracy. The Argonautic seems to have been the first mercantile voyage. Jason being related to both Æolus, who was his grandfather, and to Neptune, who first married his mother Alcimedes, from his infancy had daily imbibed a love for the navy; and when he attained the age of manhood, with a mind enlarged by the precepts of the sage Chiron, it was natural for him, assisted by his friends, Castor, Pollux, and Hercules, to endeavour, by proposing a new object in the attainment of foreign merchandise, to aspire to greater honours in a voyage, than had hitherto actuated the conduct of Grecian pirates. The Golden Fleece* is beautifully emblematic of this idea. They coasted from Greece up the Egean Sea, passed through the Propontis and Bosphorus, and keeping in with the south

* The Colchians, according to Strabo and Arrian, collected gold on Mount Caucasus, by extending fleeces across the beds of the torrents, by which means the metallic particles were entangled in the wool.

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shore of the Euxine, went up the river Phasis*, and landed at Colchis, after a long and perilous voyage; owing to which it became proverbial to style a perilous voyage, *sailing to the Phasis*.

About sixteen years after this Argonautic Expedition, in the year of the world 2770 †, peace and order were first established in the Levant and Egean Seas, by Minos, King of Crete. "The evidence of Homer," as Mr. Mitford observes in his valuable history, "though delivered partly in the enigmatical language in which poetry often indulges, appears to determine that Minos was not of Cretan origin, but a chief of adventurers from Phœnicia; that Rhadamanthus was not his predecessor, but his younger brother, and that he was himself the original legislator." Minos chastised the universal piracy which prevailed, and possessing a very considerable maritime force, his skill and experience as a Phœnician, knew how to conduct it to the greatest advantage: he soon made himself master of the Archipelago, with its isles and seas, and driving out the Grecian corsairs, he established his sons and followers in their place. Minos kept up a constant force against the rovers, for the safe conveyance of his revenues; and being the first who ever planned a Naval Action, is placed by Eusebius, in his catalogue, at the head of those who were celebrated for their dominion at Sea.

The next Expedition in which this renowned monarch was engaged, seems to have been the one that was conducted against his naval minister Dædalus; who having been convicted of some state intrigues, fled to Sicania, now called Sicily, where he found protection in Cocalus, Sovereign of the island: hence arose the fable of his flying from Crete with wings. Dædalus was an extraordinary genius for that early age; but being unable to repress the

* Pheasants, named *Phasides*, from abounding on the banks of this river, are reported to have been first introduced into Europe by Jason on his return.

† In the year of the world 2700, Perseus went on his naval expedition against Medusa in Africa.

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violent spirit which animated his mind, by any principle that the corrupt leaven of Heathenism afforded, he became cruel and turbulent. Born at Athens, of a noble family, and high connections, he had made considerable progress in the arts, and thus promised to be an invaluable acquisition to his Country; when he was obliged to fly from his native land, having imbrued his hands in the blood of a relation. Talus, his sister's son, was by no means inferior to him for the celebrity of inventions; the latter therefore, prompted by envy, threw Talus from a window and killed him. Having fled with his son Icarus to Crete, Dædalus soon proved of important service to Minos in forming his Navy. Considerable improvements in the masts, yards, and sails, of the Cretan Marine, were suggested by him, and immediately adopted: but the same evil disposition that first hurried him into murder, continued gradually to hasten his destruction; and though he fled for safety to Cocalus, this monarch, after a certain period, became the instrument of divine justice; and, fearing the power of Minos, gave up Dædalus to his fate. Many monuments of his ingenuity remained in Sicily to the time of Diodorus Siculus. Minos, however, did not long survive this celebrated Athenian: the family of Cocalus had been so pleased with Dædalus on account of his ingenuity, that they resolved to destroy the Cretan Monarch. Cocalus, overcome by their persuasions, and secretly jealous of his fame, treacherously violated the rites of hospitality, and caused Minos to be suffocated when in the Bath. This renowned king is supposed to have been assisted with the abilities of Dædalus, in constructing the famous labyrinth. Virgil, in his sixth Æneid, line the fourteenth, introduces his history, when describing the various ornaments which Æneas, on his arrival at Cumæ beheld in the temple dedicated by Dædalus to Apollo.

> When Dædalus, to fly the Cretan shore,
> His heavy limbs on jointed pinions bore:
> The first who sailed in air!—'tis sung by fame
> To the Cumæan coast at length he came,
> And here alighting, built this costly frame
> Inscrib'd to Phœbus; here he hung on high
> The steerage of his Wings, that cut The Sky.—
> —— Nor far from thence he grav'd the wond'rous maze,
> A thousand doors, a thousand winding ways. DRYDEN's *Translation*.

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CORRECT RELATION

OF

SHIPWRECKS.

No. I.

Ha! total night, and horror, here preside;
My stunn'd ear tingles to the whizzing tide,
It is the funeral knell!—and gliding near,
Methinks the phantoms of The Dead appear:
But lo! emerging from the watery grave,
Again they float incumbent on the wave?
Again the dismal prospect opens round,
The wreck, the shores, the dying, and the drown'd.

FALCONER'S SHIPWRECK. *Canto* 3.

THIS department of The Naval Chronicle, like many others connected with the plan of our work, would have made an earlier appearance, but for the press of interesting matter, either connected with the immediate marine history of the day, or which had been communicated by the kindness of our patrons, and therefore demanded our earliest notice. We thought it might seem negligent, if our first volume had closed, without commencing this painful though sublime relation of scenes of deep distress, when, as our English * Virgil says,

——— Peril, and dismay,
Wave their black ensigns on the watery way.

We shall carefully select such shipwrecks, and providential escapes of our intrepid Mariners, as may tend to establish a due perseverance, and presence of mind, in similar situations. Nor shall we neglect those of a more early date, which now are only to be found in expensive voluminous works, or have been preserved by the selection of professional men. The subject is surrounded with a grandeur, that must necessarily impart a considerable degree of energy to the mind

* Falconer.

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of the reader; for as our lamented Master* of the Sublime has well observed, "Whatever is fitted in any sort to excite the ideas of pain and danger, that is to say, whatever is in any sort terrible, or is conversant about terrible objects, or operates in a manner analagous to terror, is a source of The Sublime; that is, it is productive of the strongest emotion which the mind is capable of feeling."

The following relation of the melancholy fate of his Majesty's Ship LA TRIBUNE, off the harbour of Hallifax, in America (November 1797), is drawn up with a simplicity particularly beautiful, yet with an animation that must affect all who read it.

La Tribune was one of the finest frigates in his Majesty's service, mounted 44 guns, and had been lately captured by Captain Williams, in the Unicorn frigate. She was commanded by Captain S. Barker, and sailed from Torbay the 22d of September 1797, as convoy to the Quebec and Newfoundland fleets. In lat. 49. 14. long. 17. 22. she fell in, and spoke with his Majesty's ship Experiment from Hallifax, out twelve days. She lost sight of all her convoy October 10, in lat. 46. 16. long. 32. 11. On Thursday morning they discovered the harbour of Hallifax about eight o'clock: and the wind being E. S. E. they approached it very fast, when Captain Barker proposed to the master to lay the ship to till they could obtain a pilot. The master replied, "that he had beat a 44 gun ship into the harbour, that he had been frequently there, nor was there any occasion for a pilot, as the wind was favourable." Confiding in these assurances, Captain Barker went below, and was for a time employed in arranging some papers he wished to take on shore with him; the master in the mean time taking upon him the pilotage of the ship, and placing great dependance on the judgment of a negro man, by the name of John Cosey, who had formerly belonged to Hallifax. About 12 o'clock the ship had approached so near the Thrum Cap shoals, that the

* Burke.

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master became alarmed, and sent for Mr. Galvin, the master's mate, who was sick below. On his coming upon deck, he heard the man in the chains sing out "by the mark five!" the black man forward at the same time singing out "steady." Galvin got on one of the carronades to observe the situation of the ship; the master, in much agitation, ran up to the wheel and took it from the man who was steering, with an intent to wear the ship; but before this could be effected, or Galvin was able to give an opinion, she struck. Captain Barker instantly came on deck, and reproached the master with having lost the ship. Seeing Galvin also on deck, he addressed him, and said, that knowing he had formerly sailed out of this harbour, he was much surprised he could stand by and see the master run the ship on shore. Galvin informed the Captain he had not been on deck long enough to give an opinion.

Signals of distress were immediately made, and answered by the military posts, and the ships in the harbour. Boats from all the military posts, from his Majesty's ships, and the dock-yard, proceeded to the relief of La Tribune. The military boats, and one of the boats from the dock-yard, with Mr. Rackum, boatswain of the Ordinary, reached the ship; but the other boats, though making the greatest exertions, were not able, the wind being so much against them, to get on board. The ship was immediately lightened by throwing all her guns, excepting one retained for signals, overboard, and every other heavy article, so that about half past eight o'clock in the evening the ship began to heave, and about nine she got off from the shoals. She had before, at about five or six o'clock, lost her rudder, and on examination it was now found she had seven feet water in the hold. The chain pumps were immediately manned, and such exertions made, that they seemed to gain on the leaks, and, by the advice of Mr. Rackum, the captain ordered to let go the best bower-anchor. This was done, but it did not bring her up. The captain then ordered them to cut the cable; and the jib, and fore-top-mast stay-sail, were hoisted to steer

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by. All this time the violent gale which had come on from the S. E. kept increasing, and carrying them to the western shore. In a short time, the small bower anchor was let go, at which time they found themselves in about thirteen fathom water; the mizen-mast was then cut away.

It was now about ten o'clock; and the water gaining fast upon them, little hope remained of saving the ship or their lives. At this critical period, Lieutenant Campbell quitted the ship. Lieutenant North was taken into the boat out of one of the ports. Lieutenant James, of the Royal Nova Scotia regiment, not being to be found, was so unfortunate as to remain, and, to the great distress of his worthy parents and friends, shared the general fate. From the period when Lieutenant Campbell quitted the ship, all hopes of safety had vanished; the ship was sinking fast, the storm was increasing with redoubled violence, and the rocky shore to which they were approaching, resounding with the tremendous noise of the billows which rolled towards it, presented nothing to those who might survive the calamity, but the expectation of a more painful death, from being dashed against those tremendous precipices which, even in the calmest day, it is almost impossible to ascend. Dunlap, one of the survivors, declared, that at about half past ten, as nearly as he could conjecture, one of the men who had been below came to him on the forecastle, and told him it was all over. In a few minutes after, the ship took a lurch, as a boat will when nearly filled with water and going down; immediately on which Dunlap began to ascend the fore-shrouds, and, at the same moment casting his eyes towards the quarter-deck, saw Captain Barker standing by the gangway, and looking into the water, and directly after heard him call for the jolly-boat. At the same time he saw the lieutenant of marines running towards the taffrail, he supposed to look for the jolly-boat, as she had been previously let down with men in her; but instantly, the ship took a second lurch, and sunk to the bottom; after which neither the captain nor any other of the officers were seen.

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The scene, sufficiently distressing before, became now peculiarly awful! more than 240 men, besides several women and children, were floating on the waves, making their last effort to preserve their existence. Dunlap, whom we have before mentioned, gained the fore-top. Mr. Galvin, the master's mate, after incredible difficulty, got into the main-top—he was below when the ship sunk, directing the men at the chain-pump, but was washed up the hatch-way, thrown into the waste, and from thence into the water, and his feet as he plunged struck a rock; on ascending, he swam to gain the main shrouds, when he was suddenly seized hold of by three men; he now thought he was lost; to disengage himself from them, he made a dive into the water, which induced them to quit their hold; on rising again he swam to the shrouds, and arriving at the main-top, seated himself on an arm-chest which was lashed to the mast. From the observations of Mr. Galvin from the main-top, and Mr. Dunlap in the fore-top, it appears that near one hundred persons were for a considerable time hanging to the shrouds, the tops, and other parts of the wreck; but from the extreme length of the night, and the severity of the storm, nature became exhausted, and they kept at all periods of the night dropping off, and disappearing. The cries and groans of the unhappy sufferers, from the bruises many of them had received, and as their hopes of deliverance began to fail them, were continued through the night; though, as morning appeared, from the few that then survived, they became feeble indeed: the whole number saved from the wreck amounted to eight persons, and several of them so exhausted, as to be indifferent whether they were taken off or not. Mr. Galvin mentions, that about twelve o'clock the main-mast gave way; at that time, he supposes there were, on the main-top, and on the shrouds, upwards of 40 persons. By the fall of the mast the whole were again plunged into the water, and of that number only nine, besides himself, regained the top. The top rested upon the main-yard, and the whole remained fast to the ship by some of the rigging. Of the

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ten persons who regained the main-top, four only were alive when the morning appeared: ten were at that time alive on the fore-top; but three of them had got so exhausted, and had become so unable to help themselves, that before any relief came they were finally washed away; three others perished, and thus four only were finally left alive in the fore top. The place, where the ship went down was barely about three times her length to the southward of the entrance into Herring Cove. The people came down in the night to the point opposite to which the ship sunk, and kept large fires, and were so near as to converse with the people on the wreck.

The first exertion that was made for their relief *was by a boy thirteen years old*, from Herring Cove, who ventured off in a small skiff by himself, about eleven o'clock the next day; and this truly deserving young lad, with great exertions, and at extreme risk to himself, boldly approached the wreck, and backed in his little boat so near to the fore-top, as to take off two of the men, for the boat could not with safety hold any more; and here a trait of generous magnanimity occurred, which deserves to be noticed. Dunlap and Munroe had, throughout this disastrous night, providentially preserved their strength and spirits beyond their unfortunate companions, and had endeavoured to cheer and encourage them as they found their spirits sinking; they were now both enabled to have stepped into the boat, and thus to terminate their own sufferings, but their other two companions, though alive, were unable to help themselves; they lay exhausted on the top, wished not to be disturbed, and seemed desirous to perish as they lay. These generous fellows hesitated not a moment to remain themselves on the wreck, and to save, though against their will, their unfortunate companions; they lifted them up, and by the greatest exertions got them into the little skiff, and *the manly boy* rowed them triumphantly to the Cove, and instantly had them conveyed to a comfortable habitation. After shaming, by his example, older persons who had larger boats, he put

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off again in his skiff, but with all his efforts he could not then approach the wreck: his example, however, was soon followed by those in the Tribune's jolly boat, and by some of the boats of the Cove; with their joint exertions the eight men were preserved, who, with four that escaped in the jolly-boat, made the whole number of survivors of this fine ship's company.

An instance occurred, which, though it may appear unnatural after the distressing scene we have related, is so descriptive of that cool thoughtlessness of danger which so often distinguishes our British Tars, that it would be inexcusable to omit it. Daniel Munroe, one of the survivors, had, as well as Dunlap, got into the foretop. Suddenly he disappeared; and it was concluded he had been washed away with many others; when after an absence from the top of about two hours, he raised his head through the lubber hole, to the surprise of Dunlap, who enquired where he had been; he said he had been cruising for a better birth; after swimming about the wreck for a considerable time, he had returned to the fore-shrouds, and crawling in on the cat-harpins, had actually been sleeping there more than an hour, and appeared to be greatly refreshed.

DESCRIPTION OF PLATE XI.

WITH AN ACCOUNT OF MOUNTS-BAY, AND PENZANCE.

THIS View of Penzance, and Mounts Bay, from the eastward side, was drawn by Mr. Pocock, from a sketch made on the spot by Captain Walter Tremenheere of the marines, nephew to the learned Dr. Borlase, and now serving on board his Majesty's ship Sans Pareille: we trust a public avowal of our obligation to this Gentleman will not offend him.—A brigantine is introduced turning into The Bay, with a sloop on the starboard tack coming into Mouse-Hole. A fishing boat is also seen going large out of the bay.

Mounts-Bay lying between the Land's End, and the Lizard Point, is so named from a lofty peninsulated rock, called Mount Saint

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Michael,* which rises within it; and is only divided by the tide from the main land. The bay is famous for its pilchard fishery, the emoluments of which are very considerable. Doctor W. Borlase gives the following account of this valuable nursery for our seamen:

"It employs a great number of men on the sea, training them thereby to naval affairs; employs men, women, and children, at land, in salting, pressing, washing, and cleaning; in making boats, nets, ropes, casks, and all the trades depending on their construction and sale. The poor are fed with the offals of the captures, the land with the refuse of the fish and salt: the merchant finds the gains of commission and honest commerce, the fishermen the gains of the fish. Ships are often freighted hither with salt, and into foreign countries with the fish, carrying off at the same time part of our tin. By the usual number of hogsheads of fish exported each year, for ten years, (from 1747 to 1756 inclusive,) from the four ports of *Fowey*, *Falmouth*, *Penzance*, and *St. Ives*, it appears that Fowey has exported yearly 1732 hogsheads; Falmouth, 14,631 hogsheads and two-thirds; Penzance and Mounts Bay, 12,149 hogsheads and one-third; St. Ives, 1282 hogsheads; in all amounting to 29,795 hogsheads. Every hogshead for ten years last past, together with the bounty allowed for each hogshead exported, and the oil made out of each hogshead, has amounted, one year with another at an average, to the price of one pound thirteen shillings and three pence; so that the cash paid for pilchards exported has, at a medium, annually amounted to the sum of £.49,532 ten shillings."

Mr. Pennant informs us that the numbers taken at one shooting out of the nets, is amazingly great. Dr. Borlase assured him, that on the 5th of October, 1767, there were at one time inclosed in St Ives Bay, 7000 hogsheads, each hogshead containing 35,000 fish, in all 245,000,000.

About the middle of July the pilchard † appears in vast shoals off the Cornish coasts, from Fowey Harbour, to the Scilly Isles. Their

* St. Michael's Mount was formerly the scite of a priory of Benedictine Monks, founded by King Edward the Confessor: but before the year 1085 it was annexed to the abbey of St. Michael in periculo Maris in Normandy, by Robert, Earl of Merton and Cornwall. After the suppression of alien priories, it was given, first to King's College, Cambridge, by Henry the VI. and afterwards to Sion Abbey in Middlesex, by King Edward the IV. It had possessions at the general suppression, valued at £110, 12s. 1d. *per annum*; and is now the seat of Sir John St. Aubyn. A view of this romantic marine villa was taken by Mr. Opie, in 1785, and is reckoned a fine specimen of that artist's abilities.

† The pilchard has a general likeness to the herring, but differs, according to Mr. Pennant, in some particulars very essentially: the body of the pilchard is less compressed than that of the herring, being thicker and rounder; the nose is shorter in proportion, and turns up; the under jaw is shorter. The back is more elevated, the belly less sharp; the dorsal fin of the pilchard is placed ex-

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approach is known by the same signs that indicate the arrival of the herring. Persons, called in Cornwall *Huers*, are placed on the cliffs, to point to the boats, stationed off the land, the course of the fish.* By the 1st of James I. c. 23, fishermen are empowered to go on the grounds of others to *hue*, without being liable to actions of trespass, which before occasioned frequent law suits.

The town of Penzance is delightfully situated on a creek in Mounts-Bay. It was burnt by the Spaniards in 1595, who, with four galleys, surprised this part of the coast, and set fire to several villages and farms; but has since been rebuilt, is at present very populous, and carries on a considerable trade in shipping. It is one of the tin-coinage towns, and is governed by a mayor, a recorder, fourteen aldermen, and twenty-four common council men. It lies in the parish of Madern, noted for its restorative spring, said to be effectual in the cure of lameness. The shore abounds so much with lead, tin, and copper ores, that the veins thereof appear on the utmost extent of land at low-water mark.

The name of this town has been derived from Pen-Saint, *Saint's Head*,—the arms of Penzance being the Baptist's head in a charger; it might also come from Pen's Sands, *the head of the sands*; or Pen-Savas, *the head of the Channel*. Penzance is twelve miles E. of Senan at the Land's End, and 281 W. by S. of London. Lon. 5. 35. W. Lat. 50. 11. N.

In the year 1754, during the month of October, the following curious phœnomena were seen in the heavens, by two persons of St. Juste, six miles westward of Penzance, which is thus recorded in the Gentleman's Magazine:—"About ten o'clock at night they saw in the sky a large fleet of ships, and soon after a cloud came before it, and the scene was changed to an army, or armies, seeming to be smartly engaged in battle. It lasted fifteen minutes, and was seen by divers other persons."

The whole of the county of Cornwall, together with Devonshire, was styled by the Romans *Danmonii*, or *Dumnonii*. The chief towns then were Voliba, *Falmouth*; Uzella, *Lestwithiel*; Tamara, *Tamerton*; Moridunum, *Seaton*; Isca, or Isaca, *Exeter*; Ocrinum, *the Lizard Point*; and Bolerium, or Antivestæum Promontorium, *the Land's End*. The county of Cornwall is 80 miles long, 40 broad, and 250 in circumference: containing 960,000 acres, and 126,000 inhabitants. Its

actly in the centre of gravity, so that when taken up by it, the body preserves an equilibrium; whereas that of the herring dips at the head. The scales of the pilchard adhere very closely, whereas those of the herring very easily drop off. The pilchard is in general less than the herring, but is fatter, or more full of oil.

* Pennant's British Zoology, Vol. III. p. 343.

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chief rivers are the Tamer, Fale, Cober, Looe, Camel, Fowe, Hail, Lemara, Kense, and Aire. The principal capes or head lands are the Land's End, the Lizard, Cape Cornwall, Deadman's Head, and Ram Head. The Prince of Wales, as Duke of Cornwall, has the civil jurisdiction of the coast in his own power, perfectly independent of the Admiralty: his Royal Highness therefore appoints a Vice-Admiral of this coast, an honour which has long been vested in John Willet Payne, Esq. Rear-Admiral of the Blue.

CONDUCT OF THE FRENCH AT GENOA.

THE following letter, respecting the cruelties of the French, has been communicated to us from the most respectable authority:

April 8, 1799.

— "Whilst I was last at Rome, from the month of September 1796, to the end of March 1797, I was frequently obliged to go to Porto-Ferrajo, and to Civita-Vecchia, where I had much intercourse with our little squadron, then upon the Italian coast. As this period was pregnant with the success of Buonaparte against the Germans, the conversation often turned upon the conduct of the French, and the enormities they were committing. However, of all their cruel excesses, none I hope has ever equalled their conduct towards their prisoners at Genoa. The miserable victims were first marched into that city in such numbers as actually to be almost famished; they were then sold in lots, by dozens, hundreds, and thousands, to Spanish agents, at the rate of a dollar a man; and as fast as vessels could be procured to take them on board, they were *shipped off for the Spanish mines in South America, never to return.*

Thus destined, several of the BRITISH CRUISERS providentially fell in with them, and recovered great numbers. Many, thus delivered, I have conversed with, on board his Majesty's ship Peterel; and therefore have heard the melancholy tragedy from themselves. The last time I saw Lord Proby at Civita Vecchia, I heard him most feelingly lament that the nature of his orders would not allow him to augment the list of those who had thus been preserved: two thousand of these poor unfortunate captives were to sail the day following from the port of Genoa!

Since my return to England, I have heard the above authenticated by officers of different ships. In short the fact is too well established for the cause of humanity; there was scarcely a British cruiser then upon the coast of Italy, whose officers would not verify the statement I have made.—Oh Liberty! how hath thy sacred name been abused!"

I am, &c. G. G.

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MARINE SCENERY.

IRA MARIS, VASTIQUE PLACENT DISCRIMINA PONTI.

VAL. FLAC.

(Continued from Page 257.)

WE again renew our remarks on Marine Scenery; and shall endeavour to continue, from our own observation, and what is either communicated to us, or has already appeared in the works of different writers, a subject which seems to give much satisfaction to our readers.

When a gale of wind has in some degree abated, I have generally noticed a beautiful effect to arise from the purple haze which is cast around, and is finely contrasted with the dark clouds that are going off in sullen majesty: for, as Thomson says,

"still over head,
The mingling tempest weaves its gloom."

The out-spreading of the salt foam, like the striated shades in marble, is too often omitted by marine painters; it gives a great variety and life to the picture, and adds much to the correctness of any design. A ship not only throws up the foam with her keel ahead, but flings it out boldly at her sides, and leaves the sea covered with it to a considerable distance astern.

Nothing can look more forced or unnatural in a Marine Drawing, than the introduction of floating barrels, or a log of wood, on which artists are often accustomed to write their names; but the various kinds of gull, Mother Carey's chicken (a small kind of black duck) and other aquatic birds, may be introduced with considerable effect.

I particularly remarked the surrounding scenery during an evening at the latter end of October. We were at that time cruising off Ushant; whose dreary coast, so continually present to our view, caused a painful uniformity, which could alone be changed by observing the variations in the expanse of waters that was before us.

The sun had just given its parting rays, and the last shades of day already lingered on the distant waves, when a

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sky most sublime and threatening attracted our notice. It was carefully provided against by the officers on the watch. To the verge of the horizon, except where the sun had left some portion of its departing rays, a dark, lowering, blue expanse, presented itself to our notice. On this floated light yellow clouds, tinged with the various colours of evening, the never-failing forerunners of a gale. A strong tint was reflected from them on the shrouds and rigging, which rendered the scene more dreadful. The calm of the sea was portentous. The sea-bird shrieked as it passed! As the tempest gradually approached, the thick darkness of night closed the whole in horrid uncertainty:

> "It was a dismal and a fearful night;
> And on my soul hung the dull weight
> Of some intolerable fate!" COWLEY.

Being on deck soon after day-break, on the 6th of November, I observed a different effect in the sun-rise, from any I had before noticed. It formed a striking contrast with the one I have endeavoured to describe at page 210.—It was hazy to windward of us, and in this haze the Sun was rising. Its light was not sufficiently powerful to overcome the haze, and therefore appeared pale and emaciated; the prevailing colour was a faint tinge of orange, but so dimmed, as hardly to be noticed. After a short time, wide streaks of orange darted across the horizon, and marked its gradual ascent: it was then seen to emerge from the upper edge of the haze; and, as if making a final effort for liberty, that part of the sun which appeared seemed to blaze, whilst the remainder of its Orb slowly followed with its lustre dimmed. The globular form of the Sun was now entirely lost, and, as it were, transfused into a pale stream of flame, continuing for some minutes between the horizon and a line of thick heavy clouds; which, as the day advanced, had overcast the greater part of the sky. These gradually became skirted with its light: when, as if the Sun made a final effort to recover its splendor, it suddenly cast a bold *silvery* glow, which I had never before witnessed in a

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sun-rise, on the surrounding clouds, and then sinking into their fleecy bosoms, separated the whole mass into different fantastic shapes:

" with various ray,
Lights up the clouds, those beauteous robes of heaven,
Incessant roll'd into romantic shapes,
The dream of waking fancy!" THOMSON.

The situation of the fleet at this moment was well adapted to form an interesting design: two frigates, a fire-ship, and a cutter, appeared in the haze, who had been all night looking out to windward. The Royal George, Lord Bridport's flag, had wore, having the signal up for the rest to follow on that tack. The Neptune, Sir Roger Curtis, which was the first ship on the lee line, was already about: the remainder of the fleet prepared to wear in succession.

The break of day, the rising and setting of the sun, the scene by moon-light, and the grandeur which even the dark veil of night affords, when

" Solemn, and slow, the shadows blacker fall,
And all is awful listening gloom around," THOMSON:

these, and other innumerable objects of deserved attention, which we shall occasionally record, would, if carefully observed by the mariner, considerably tend to correct a false and depraved taste, which the learned author* of the Baviad has so keenly but justly exposed. The frequent contemplation of scenes of this nature will animate and nerve the seaman's mind; and, above all, will cherish that devout spirit which is so prevalent in the British Navy; for,

These as they change, Almighty Father, these,
Are but the varied God!——
—— Awful Thou: with clouds and storms
Around THEE thrown, tempest o'er tempest roll'd,
Majestic darkness! on the whirlwind's wing,
Riding sublime. Thou bidd'st the world adore,
And humblest nature with thy northern blast."

[*To be continued.*]

* Gifford.

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PLAN PROPOSED BY
CAPTAIN POPHAM, R. N.
FOR RAISING THE SEA FENCIBLES.

WHEN the British Nation was roused in all its energy, to guard against the invasive threats of the kingdom that styles itself Great, it behoved every one, and especially professional men, to propose such plans as their own judgment and experience suggested. Among these, the one drawn up by Captain Popham deserves particular notice, as having been acted on, though not to the full extent. We have received the following outline of it, from a friend, which we hasten to communicate to our readers.

Captain Popham's sentiments on the possibility of invasion, at the period alluded to, was detailed at length in his letters to officers, and men of considerable rank, and was duly appreciated: the substance of this is subjoined, as having a relation to the following outline:

CAPTAIN POPHAM raised a corps of Sea Fencibles at Nieuport, in Flanders, in November 1793, by an order from his Royal Highness the Duke of York, through Sir James Murray (now Pulteney), Adjutant General. This Corps was composed of the fishermen of the place. Sir Charles Grey bore ample testimony to Major General Thomas Dundas of their steady conduct at the first siege of Nieuport. They were afterwards under the command of Captain Wiltshire Wilson, of the Royal Artillery, who has likewise borne testimony that no men could behave better than they did at the second siege of Nieuport. From this Captain Popham thought the adoption of a similar Corps in England would be of great service.

Outline of a Plan as an Auxiliary Defence of the Coast of England against Invasion, by the Establishment of Sea Fencibles. Submitted to the Consideration of the Right Honourable the Lords Commissioners for executing the Office of Lord High Admiral of Great Britain, &c. &c. &c.

In carrying this plan into effect, the seamen and fishermen present themselves as a great and valuable resource to the nation; they are competent to many essential services, more particularly afloat, for which the other inhabitants of the coast are not so well calculated;

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and as they are for the greater part fathers of families, have a proportionate interest in the security and protection of the kingdom from invasion; they would be among the first to experience its horrors from the particular situation of their towns, and consequently will feel it their duty to be foremost in offering their exertions in the common cause.

The mode which is about to be suggested, while it calls forth all their energy, and puts them in a condition to be eminently useful, secures certain advantages which government is always forward in offering to zeal and merit.

It is accordingly proposed to enrol the seamen and seafaring men resident in the towns and villages on the coast, and train to artillery, with a positive assurance that they are never to be called out, unless for actual service, or for the purpose of exercising.

It is intended that each of the sea coast counties should be divided into a certain number of districts, each consisting of a proportionate number of beaches; that the Sea Fencibles of each county shall be commanded by a captain of the navy; and a commander be stationed in each district to quarter the men on the beaches, to exercise them occasionally, and to have the beaches watched whenever the weather is favourable for the enemy to attempt a landing.

The commander of each district is to establish an office in the most convenient or central town in his district, for the purpose of enrolling such seamen or seafaring men as voluntarily offer themselves for this laudable service.

The Sea Fencibles are to be exercised once every week in such batteries as may already be on the coast, or hereafter directed to be made by order of government.

Each man so enrolled will be allowed one shilling per day on the days he is called to exercise, if he attends, or when he is employed on actual service; this pay to be paid on the last day of every month, at the office of the commander of each district, and in the presence of the mayor or chief magistrate of the town where the office is established.

*The commander of each district will also have authority to grant a protection to the men** who enrol themselves as Sea Fencibles, and this protection will be an exemption from any other military duty while they actually belong to the Corps of Sea Fencibles.

The commander will be authorised to grant any reasonable leave of absence to the men of his district, to enable them to follow their lawful occasions; but they will be required to apply for a ticket of

* *Alteration by the Admiralty.*—Protections will be granted under such restrictions as the Admiralty may judge proper to those men who enrol themselves as Sea Fencibles, &c.

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leave, to the end that the commander may be at all times enabled to ascertain the number of men on whose service he can depend; exclusive of which the protections will not be respected without the district of the commander who has granted them, unless accompanied by such a ticket of leave.

In case the Lords Commissioners of the Admiralty shall deem it expedient to place armed row galleys * on any of the beaches, such Sea Fencibles as come forward to man them, whether to attack or annoy small privateers, or retake any vessels that may have fallen into the enemy's hands, will, independant of the pay already stated, be supplied with provisions whilst they are on board of those galleys, or any other armed vessels or boats that may be sent for the protection of the sea-coast; exclusive of which they will be entitled to prize money for any privateers or other vessels they may take belonging to the enemy.

In case there should not be any provisions on board of such vessels as they may embark in, then they will be allowed subsistence from the time they are on board, at the rate of eightpence per day per man.

The Sea Fencibles are not to be forced to serve out of the district they undertake to defend, unless the enemy make good a landing, when they will in course follow their commanders, who will be furnished with half pikes to arm the men of his district, and these pikes will be made longer than a musquet with its bayonet fixed, that the Sea Fencibles may have an opportunity of charging the enemy with advantage in any general action, or of storming such redoubts as the French may throw up, or any other work they may presume to make in England.

In case it should be necessary for the Sea Fencibles to act as pioneers, for the purpose of retarding the progress of the French, the proper implements will be supplied them for that service; as well as for the construction of bridges for the advantage of the army.

When the Sea Fencibles are thus employed, they will be paid and subsisted in the same manner as if actually embarked.

The chains of communication which this body of men will establish between the sea and the interior will afford the means of assembling our troops from all parts to the place of attack, and thus give a confidence and security from surprise, and an additional strength to the commander in chief, by all the number of troops he is now obliged to detach for the purpose of manning the established batteries along the sea coast; and I have no doubt but in a short time after their enrollment, they will not only embark very cheerfully on any service that may be required of them, but always hold themselves ready for any active enterprise that it may be thought expedient to undertake.

* Galleys, 60 to 70 feet long; 12 to 12½ broad. To carry an 18-pounder, or 42 carronade. Row 36 to 40 oars. May cost 320l. building.

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If there is to be a park of field artillery kept in reserve in any interior part of the sea coast counties, I really am of opinion that two or three pieces ought to be attached to each division of Sea Fencibles, for them to take charge of when it is necessary to quit their batteries on the coast, and join the army. They would by this means form a most respectable train of artillery.

It has been submitted for consideration, whether two gun batteries along the coast of Sussex, from Hastings to the westward, might not be of very great service; not only in annoying the enemy in his attempt to land, but also to give protection to the coasting trade. The guns proposed for these batteries are the French and Dutch prize guns 42 pounders; they are to be on their ships carriages and trucks, consequently only a platform will be required. The reasons for proposing these heavy guns are, that when an enemy gets possession of them, he will not be able to move them without the greatest difficulty; and they are seldom made use of by us, except sometimes in batteries.

It is also proposed that the gunners of such ships in ordinary as are not likely to be immediately wanted, shall be attached to the batteries to exercise the men and take charge of the stores.

FORM OF ENROLLMENT.

SUSSEX SEA FENCIBLES, commanded by ——————— Esq. Captain in his Majesty's Royal Navy.

We whose names are hereunto subscribed, having read and approved the outline of the plan submitted to the Right Honourable the Lords Commissioners for executing the office of Lord High Admiral of Great Britain, &c. &c. &c. for the purpose of raising Sea Fencibles, do by our signature agree to serve on such terms, in the district of commanded by Esq. commander in his Majesty's navy, or such other officer as the Lords Commissioners of the Admiralty may hereafter choose to appoint to this district.

Witness our hands, at 17 year of his Majesty's reign.

DISTRICTS *for the Commanders of the* SEA FENCIBLES *between* BRISTOL *and the* FIRTH OF FORTH. *The Captain of the County will in Course fix on the most Central Spot in the District for the Commander to establish his office at.*

			Post Capt.	Com.
SOMERSETSHIRE	Bristol Minehead	Bridgewater	1	3
DEVONSHIRE, North and South	Ilfracombe Saltash district Kingsbridge Teignmouth	Barnstaple Plymouth district Dartmouth Exmouth	2	5

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			Post Capt.	Com.
CORNWALL	Padstow	St. Ives		
	Penzance	Helford Harbour	1	5
	Falmouth	St. Maw's		
	Fowey	Cawsand		
DORSETSHIRE	Sidmouth	Lyme		
	Weymouth	St. Alban's Head distr	1	6
	Wareham district	Poole district		
HANTS	Christchurch	Lymington		
	Isle of Wight. 2	Southampton 2	1	8
	Gosport	Portsmouth		
SUSSEX	Chichester	Arundel		
	Shoreham	Brighton	1	8
	Seaford	Eastborne		
	Hastings	Rye		
KENT	Kent	Hythe		
	Folkstone	Dover	1	8
	Deal	Margate		
	Whitstable	Feversham		
ESSEX	Malden	Colchester	1	3
	Harwich			
SUFFOLK	Ipswich	Orfordness	1	4
	Thorpwell	Lowestoffe		
NORFOLK	Yarmouth	Foulness	1	3
	Lynn			
LINCOLNSHIRE	Boston Deeps and to the Humber, 3		1	3
YORKSHIRE	Hull	Flamborough		
	Bridlington	Scarborough	1	5
	Whitby			
DURHAM	Stockton	Hartlepool	1	4
	Sunderland to South Shields			
NORTHUMBERLAND	Newcastle, Shields, Tinmouth		1	3
BERWICK	Including the Firth, 4		1	4
			16	78

Each post captain, including office, &c. per month (calender) exclusive of travelling charges	49	7	0
Ditto commander ditto	33	12	0

16	Total amount of post captains - - - - -	789	12	0
78	Ditto commanders - - - - -	2,620	16	0
28,800	Ditto men - - - - -	3,760	0	0
		7,170	8	0

If the half-pay is not allowed, exclusive of the daily allowance herein stated, there will be a deduction from the aggregate of per month. 846 0 0

It is impossible to make any calculation of the number of men that may be raised without visiting all the places, but supposing that each officer raises 200 men, the numbers raised in the above line of coast will be 18,800; and stating the expence of those men at the first idea of 4s. per month, it will be per month 3,760l.; but when it is neces-

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sary to embark them, or to march them out of their district, then the estimate of subsistence, at the rate of 8d. per day per man must be added.

Having sketched this outline of a plan of defence for the sea coast, it remains only to remark, that with motives such as these to exertions; with duties at once so imperious and important to discharge; with such private and public advantages attending the discharge of those duties; with the gratitude and acknowledgment it must excite, and the retribution it must ensure, from those of rank and property in their neighbourhood, it is impossible but that one universal spirit of emulation must be kindled in every bosom on our coasts.

Under such an impression, those who shall not be able to render personal service will unquestionably endeavour to evince their ardour, by considering how great an inducement it may be to serve, if those who may be killed or wounded on this service, could look forward to the possibility of obtaining some support for their families or themselves from the district to which they belong: and this may probably make the defence so strong and so formidable, as to awe the enemy; who, far from putting the exertion of our Sea Fencibles to the proof, will deem it more prudent to remain at home, and desist from an enterprize which can promise them nothing but ruin and confusion.

Heads of a Letter from CAPTAIN POPHAM *to a* GENERAL OFFICER *on the Subject of the Sea Fencible plan.*

DEAR SIR,

I took the liberty of suggesting the annexed plan *, on a conviction that the French, in their present state of unreasonable enmity to this country, would attempt any enterprise, however desperate and sanguinary in its execution, which might tend to irritate the people against the existing government, or cause a momentary depreciation of the public credit; and I now presume to offer you my opinion on their arrangements for this serious threat or intended attack. But in offering this opinion I take it for granted, they have many thousand men who they wish to provide for in the most plausible manner, who are pampered up with the hopes of plunder, and enthusiastic to a degree of maniasm.

These troops will be cantoned along their extensive sea coast from Ostend to Brest.

The coast will be divided into three grand or principal districts of Picardy, Normandy, and Brittany, and to these may be added the departments of Brest; I will proceed to show the capability of the first district Picardy, from which comparative calculations of the

* Sea Fencibles.

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others may be drawn, This district shall extend to part of Flemish Flanders, shall have in its view the invasion of the coast of Sussex, and that part of the south-west coast of Kent that is comprehended between Dungenness and the South Foreland.

I will now take it for granted, that they have built a certain number of flat vessels, which I believe to be the case; that these vessels carry two heavy guns, with field pieces on board, and that they will make use of the fishing boats for auxiliary transport vessels; as I know the places in the district I am now writing upon, have as many vessels of that description as can be wanted.

Having supposed that the French have troops and vessels sufficient for the enterprise, and are desperate enough to undertake it; let us for a moment allow them system and experience sufficient to conduct, at a proper time, and in a proper manner, the embarkation of the troops in this district, which should be finished in two hours with southerly or easterly winds, and ought to take place at the setting in of a frost; when the best informed philosophers predict its continuance from the observations they have made on the appearance of weather, and its effect on mercury in different situations.

I will annex the places of embarkation in this district, with the least number of men which may be embarked, their respective destinations and the distances from their own coast.

Ostend	6000	Folkstone, Hythe, and to Dungenness	From 18 to 22 leagues
Nieuport	2000		
Dunkirk	4500		
Gravelines	2500		
Calais	3000	Rye and Hastings	18 to 20 leagues
Boulogne	4000		
Etaples	2000	Hastings to Beachy	Ditto
Rue	2000		
Crotey	2000		
Treport	2000		
Dieppe	8000	Brighton	
St. Valery de Caux	2000	Brighton to Arundel	20 to 25 leagues
Fecamp	4000		
Havre	12,000		
	56,000		

Having now embarked the troops, they are thrown on the calculation of chances; therefore let us allow that one third will be lost in getting across; nearly that number in effecting their landing and concentring their men; and the remainder may probably exist a few days before they are taken or destroyed.

I do not apprehend the Directory predicts a better fate for their troops. Their object will be answered in some respects; they will have provided for their idle soldiers; they will have made a commotion in England; and oblige this country to victual such as escape, which ought to be few indeed,

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The district of Normandy is well checked by the islands of Guernsey and Jersey, particularly the latter, which is so well situated to watch the operations of St. Maloes, that I wonder an attempt has not been made on these islands preparatory to the invasion of England.

Should the Directory be really and seriously bent on the invasion of this country, I think it will be preceded by a strong expedition from Brest to Ireland, and at the same time probably to the Bristol Channel and coast of Wales.

If the *soit nommé Armée d'Angleterre* is not ready, and the necessary arrangements made, it will not astonish me to hear that the enterprise is put off till next year, and that we shall be kept in a continued state of alarm by their practising the embarkation and disembarkation of troops.

I think the fishing boats ought to be seized, and if it can be managed to make the *coup* general, it will not only deprive the enemy of a number of transports, but the best pilots they have for the coast of Sussex, which I suppose are principally in the Dieppe vessels. There are belonging to Ostend, Nieuport, Dunkirk, Gravelines, Calais, Boulogne, and Dieppe, at least eight hundred vessels; indeed I should think many more. From this information you will best judge of the expediency of the measure, and the advantage that may result from its being carried into effect.—I am, dear Sir, &c. H. P.

CHATHAM CHEST.

THE office, called the Chest at Chatham, was established in the reign of Queen Elizabeth, about the year 1588, when many seamen being hurt and maimed in the service against the Spaniards, petitioned her Majesty for relief, who directed the Lord High Admiral to take their petition into consideration; in consequence of which, with the advice of the four principal officers of the navy, and by the consent of the inferior officers and seamen, it was agreed that a deduction of 6d. per month should be made out of their pay for this charitable institution: upon which basis it has stood ever since, without any considerable variation. The number of pensioners in 1798 was 6400. When any of them recover from their hurts, or are admitted into Greenwich Hospital, their pensions cease. The revenues of the chest, arising from the rents and interest of stock, amount at present to about 26,000l. per annum, besides the defalcations of 6d. per month per man, &c. which in the year 1788 (being a year of peace) produced only 6,608l. but in the year 1797 produced a revenue to the chest of 45,571l.

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NAVAL LITERATURE.

The History of America, Books nine and ten, containing the History of Virginia, to the year 1688, *and the History of New England, to the Year* 1652. *By* William Robertson. D. D. Cadell, jun. and W. Davies, *Strand*; and E. Balfour, *Edinburgh*; 1796. Pages 249, 8vo.

THE original plan of the late Dr. Robertson with respect to the History of America, comprehended not only an account of the discovery of that country, and of the conquests and colonies of the Spaniards, but embraced also, as his son informs us in the Advertisement prefixed to the above work, the history of the British and Portuguese establishments in the new world, and of the settlements made by the several nations of Europe in the West India Islands. It was his intention not to have published any part of the work until the whole was completed. In the Preface to the History of America, he has stated the reasons which induced him to depart from that resolution, and to publish the two volumes which contain an account of the discovery of the new world, and of the progress of the Spanish arms and colonies in that quarter of the globe: he says "he had made some progress in the history of British America;" and he announces his intention to return to that part of his Work, as soon as the ferment, which at that time prevailed in the British colonies in America, should subside, and regular government be re-established.—Various causes concurred in preventing him from fulfilling his intention.

After Dr. Robertson's death, his son found that part of the History of British America which he had wrote many years before, and which is now offered to the public. It was written in the Doctor's own hand, and as carefully corrected as any part of his manuscripts, which his son had ever seen. The manuscript thus discovered, was put into the hands of those friends, whose taste and judgment Dr. Robertson had long respected; who all encouraged his son

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to offer it to the public, as a fragment curious and interesting in itself, and not inferior to any of his father's works. The MS. is now published, as it was left by the learned author, without any addition, alteration, or correction whatever.

This posthumous volume, if it should not be found quite equal to the early works of this elegant historian, will prove an interesting and valuable acquisition both to the naval, and commercial professions.—The spirit of adventure, that was awakened in England by the discoveries of Columbus, and which was checked by our unskilfulness in navigation, is well related:

While the trading vessels of Italy, Spain, and Portugal, as well as those of the Hans Towns, visited the most remote ports in Europe, and carried on an active intercourse with its various nations, the English did little more than creep along their own coasts, in small barks, which conveyed the productions of one country to another. Their commerce was almost wholly passive. Their wants were supplied by strangers; and whatever necessary or luxury of life their own country did not yield, was imported in foreign bottoms. The cross of St. George was seldom displayed beyond the precincts of the narrow seas. Hardly any English ship traded with Spain or Portugal, before the beginning of the fifteenth century; and half a century more elapsed before the English mariners became so adventurous as to enter the Mediterranean.

In this infancy of navigation, Henry could not commit the conduct of an armament, destined to explore unknown regions, to his own subjects. He invested Giovanni Gaboto, a Venetian adventurer, who had settled in Bristol, with the chief command; and issued a commission to him and his three sons, empowering them to sail, under the banner of England, towards the east, north, or west, in order to discover countries unoccupied by any Christian state; to take possession of them in his name, and to carry on an exclusive trade with the inhabitants, under condition of paying a fifth part of the free profit on every voyage to the crown. This commission was granted on March 5th, 1495, in less than two years after the return of Columbus from America.* But Cabot (for that is the name he assumed in England, and by which he is best known) did not set out on his voyage for two years. He, together with his second son Sebastian, embarked at Bristol, on board a ship furnished by the king, and was accompanied by four small barks, fitted out by the merchants of that city.

* Hakluyt, iii. 4.

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As in that age the most eminent navigators, formed by the instructions of Columbus, or animated by his example, were guided by ideas derived from his superior knowledge and experience, Cabot had adopted the system of that great man, concerning the probability of opening a new and shorter passage to the East Indies, by holding a western course. The opinion which Columbus had formed, with respect to the islands which he had discovered, was universally received. They were supposed to lie contiguous to the great continent of India, and to constitute a part of the vast countries comprehended under that general name. Cabot, accordingly, deemed it probable, that by steering to the north west, he might reach India by a shorter course than that which Columbus had taken, and hoped to fall in with the coast of Cathay, or China, of whose fertility and opulence the descriptions of Marco Polo had excited high ideas. After sailing for some weeks due west, and nearly on the parallel of the port from which he took his departure, he discovered a large island, which he called *Prima Vista*, and his sailors *Newfoundland*; and in a few days he descried a smaller isle, to which he gave the name of St. John. He landed on both these, made some observations on their soil and productions, and brought off three of the natives. Continuing his course westward, he soon reached the continent of North America, and sailed along it from the fifty-sixth to the thirty-eighth degree of latitude, from the coast of Labrador to that of Virginia. As his chief object was to discover some inlet that might open a passage to the west, it does not appear that he landed any where during this extensive run; and he returned to England, without attempting either settlement or conquest in any part of that continent*.

The cautious and distrustful mind of Henry VII. was ill adapted to promote the views of the bold and active Cabot. Finding therefore no encouragement for his talents, during the remainder of Henry's reign, he entered into the service of Spain. Dr. Robertson then proceeds to consider the reasons which induced the immediate successors of Henry VII. neither to explore the continent of America more fully, nor to settle on it. He notices the second expedition from Bristol by Sebastian Cabot in 1516; who had quitted the service of Spain, and undertaken the command of two ships fitted out by some merchants of Bristol, for the southern regions of America. The following account of the attempt made to

* Monson's Naval Tracts, in Churchill's Collect. iii. 211.

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discover a north-east passage in 1553, is particularly interesting:

The vigour of the commercial spirit did not relax in the reign of Edward VI. The great fishery on the banks of Newfoundland became an object of attention; and from some regulations for the encouragement of that branch of trade, it seems to have been prosecuted with activity and success*. But the prospect of opening a communication with China and the Spice Islands, by some other route than round the Cape of Good Hope, still continued to allure the English, more than any scheme of adventure. Cabot, whose opinion was deservedly of high authority in whatever related to naval enterprise, warmly urged the English to make another attempt to discover this passage. As it had been thrice searched for in vain, by steering towards the north-west, he proposed that a trial should now be made by the north-east; and supported this advice by such plausible reasons and conjectures, as excited sanguine expectations of success. Several noblemen and persons of rank, together with some principal merchants, having associated for this purpose, were incorporated, by a charter from the king, under the title of The Company of Merchant Adventurers for the Discovery of Regions, Dominions, Islands, and Places unknown. Cabot, who was appointed governor of this company, soon fitted out two ships and a bark, furnished with instructions in his own hand, which discover the great extent both of his naval skill and mercantile sagacity.

Sir Hugh Willoughby, who was entrusted with the command, stood directly northwards along the coast of Norway, and doubled the North Cape. But in that tempestuous ocean, his small squadron was separated in a violent storm. Willoughby's ship and the bark took refuge in an obscure harbour in a desert part of Russian Lapland, where he and all his companions were frozen to death. Richard Chancelour, the captain of the other vessel, was more fortunate; he entered the White Sea, and wintered in safety at Archangel. Though no vessel of any foreign nation had ever visited that quarter of the globe before, the inhabitants received their new visitors with an hospitality which would have done honour to a more polished people. The English learned there, that this was a province of a vast empire, subject to the Great Duke or Czar of Muscovy, who resided in a great city twelve hundred miles from Archangel. Chancelour, with a spirit becoming an officer employed in an expedition for discovery, did not hesitate a moment about the part which he ought to take, and set out for that distant capital. On his arrival in Moscow, he was ad-

* Hakluyt, iii. 131.

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mitted to audience, and delivered a letter which the captain of each ship had received from Edward VI, for the sovereign of whatever country they should discover, to John Vasilowitz, who at that time filled the Russian throne. John, though he ruled over his subjects with the cruelty and caprice of a barbarous despot, was not destitute of political sagacity. He instantly perceived the happy consequences that might flow from opening an intercourse between his dominions and the western nations of Europe; and, delighted with the fortunate event to which he was indebted for this unexpected benefit, he treated Chancelour with great respect; and, by a letter to the king of England, invited his subjects to trade in the Russian dominions, with ample promises of protection and favour*.

Elizabeth was singularly happy in the persons she employed, and in a favourable coincidence of events, which gave a lustre to her reign, that would otherwise have been marked by her cruelty and caprice. The time was auspicious to discovery:

On the accession of Elizabeth to the throne, a period commenced extremely auspicious to this spirit which was rising in the nation. The domestic tranquillity of the kingdom, maintained, almost without interruption, during the course of a long and prosperous reign; the peace with foreign nations, that subsisted more than twenty years after Elizabeth was seated on the throne; the Queen's attentive economy, which exempted her subjects from the burden of taxes oppressive to trade; the popularity of her administration; were all favourable to commercial enterprise, and called it forth into vigorous exertion. The discerning eye of Elizabeth having early perceived that the security of a kingdom, environed by the sea, depended on its naval force, she began her government with adding to the number and strength of the royal navy; which, during a factious minority, and a reign intent on no object but that of suppressing heresy, had been neglected, and suffered to decay. She filled her arsenals with naval stores; she built several ships of great force, according to the ideas of that age, and encouraged her subjects to imitate her example, that they might no longer depend on foreigners from whom the English had hitherto purchased all vessels of any considerable burden †. By those efforts, the skill of the English artificers was improved, the number of sailors increased, and the attention of the public turned to the navy, as the most important national object. Instead of abandoning

* Hakluyt, i. 226, &c.

† Camd. Annales. p. 70, edit. 1615; fol.

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any of the new channels of commerce which had been opened in the three preceding reigns, the English frequented them with greater assiduity, and the patronage of their sovereign added vigour to all their efforts. In order to secure to them the continuance of their exclusive trade with Russia, Elizabeth cultivated the connection with John Vasilowitz, which had been formed by her predecessor, and, by successive embassies, gained his confidence so thoroughly, that the English enjoyed that lucrative privilege during his long reign. She encouraged the Company of Merchant Adventurers, whose monopoly of the Russian trade was confirmed by act of parliament *, to resume their design of penetrating into Persia by land. Their second attempt, conducted with greater prudence, or undertaken at a more favourable juncture than the first, was more successful. Their agent arrived in the Persian court, and obtained such protection and immunities from the Shah, that for a course of years they carried on a gainful commerce in his kingdom †; and by frequenting the various provinces of Persia, became so well acquainted with the vast riches of the east, as strengthened their design of opening a more direct intercourse with those fertile regions by sea.

But as every effort to accomplish this by the north-east had proved abortive, a scheme was formed, under the patronage of the Earl of Warwick, the head of the enterprising family of Dudley, to make a new attempt, by holding an opposite course by the north west. The conduct of this enterprise was committed to Martin Frobisher, an officer of experience and reputation. In three successive voyages he explored the inhospitable coast of Labrador, and that of Greenland, (to which Elizabeth gave the name of *Meta Incognita*,) without discovering any probable appearance of that passage to India for which he sought. This new disappointment was sensibly felt, and might have damped the spirit of naval enterprise among the English, if it had not resumed fresh vigour, amidst the general exultation of the nation, upon the successful expedition of Francis Drake. That bold navigator, emulous of the glory which Magellan had acquired by sailing round the globe, formed a scheme of attempting a voyage, which all Europe had admired for sixty years, without venturing to follow the Portuguese discoverer in his adventurous course. Drake undertook this with a feeble squadron, in which the largest vessel did not exceed a hundred tons, and he accomplished it, with no less credit to himself, than honour to his country. Even in this voyage, conducted with other views, Drake seems not to have been inattentive to the favourite object of his countrymen, the discovery of a new route to India. Before he quitted the Pacific Ocean, in order to stretch towards the

* Hakluyt, i. 369. † Ibid. i. 344, &c.

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Phillippine islands, he ranged along the coast of California, as high as the latitude of forty-two degrees North, in hopes of discovering, on that side, the communication between the two seas, which had so often been searched for in vain on the other. But this was the only unsuccessful attempt of Drake. The excessive cold of the climate, intolerable to men who had long been accustomed to tropical heat, obliged him to stop short in his progress towards the north; and whether or not there be any passage from the Pacific to the Atlantic Ocean in that quarter, is a point still unascertained*.

From this period the English seem to have confided in their own abilities and courage, as equal to any naval enterprise. They had now visited every region to which navigation extended in that age, and had rivalled the nation of highest repute for naval skill in its most splendid exploit. But notwithstanding the knowledge which they had acquired of the different quarters of the globe, they had not hitherto attempted any settlement out of their own country. Their merchants had not yet acquired such a degree, either of wealth or of political influence, as were requisite towards carrying a scheme of colonization into execution. Persons of noble birth were destitute of the ideas and information which might have disposed them to patronize such a design. The growing power of Spain, however, and the ascendant over the other nations of Europe to which it had attained under Charles V. and his son, naturally turned the attention of mankind towards the importance of those settlements in the New World, to which they were so much indebted for that pre-eminence. The intercourse between Spain and England, during the reign of Philip and Mary; the resort of the Spanish nobility to the English court, while Philip resided there; the study of the Spanish language, which became fashionable; and the translation of several histories of America into English, diffused gradually through the nation a more distinct knowledge of the policy of Spain in planting its colonies, and of the advantages which it derived from them. When hostilities commenced between Elizabeth and Philip, the prospect of annoying Spain by sea opened a new career to the enterprising spirit of the English nobility. Almost every eminent leader of the age aimed at distinguishing himself by naval exploits. That service, and the ideas connected with it, the discovery of unknown countries, the establishment of distant colonies, and the enriching of commerce by new commodities, became familiar to persons of rank.

In consequence of all those concurring causes, the English began seriously to form plans of settling colonies in those parts of America, which hitherto they had only visited. The projectors and patrons of

* Hakluyt, iii. 440. Camd. Annal. 301, &c.

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these plans were mostly persons of rank and influence. Among them Sir Humphry Gilbert, of Compton in Devonshire, ought to be mentioned with the distinction due to the conductor of the first English colony to America. He had early rendered himself conspicuous by his military services both in France and Ireland; and having afterwards turned his attention to naval affairs, he published a discourse concerning the probability of a north-west passage, which discovered no inconsiderable portion both of learning and ingenuity, mingled with the enthusiasm, the credulity, and sanguine expectations which incite men to new and hazardous undertakings*. With those talents he was deemed a proper person to be employed in establishing a new colony, and easily obtained from the Queen letters patent, vesting in him sufficient powers for this purpose.

We have dwelt on some of those passages that are particularly connected with the nature of our Chronicle; but can recommend the whole volume, as a most valuable addition to the preceding works of Dr. Robertson, or as a work which even taken separately will afford considerable improvement to every one. We can only lament that the subject is so soon concluded; that the historian we have so long admired is no more; and when we closed the volume, we felt more sensibly the loss which literature had experienced, in one, who so peculiarly possessed the power of combining instruction and interest in the same page.

Patent Military *and* Naval Telescope, *dedicated by Permission to his Royal Highness the* Duke of York, *for ascertaining Distances and Extensions of Objects at Sight; with descriptive Letter-press and Plates, and Figures explanatory and illustrative of its Usefulness and Value in Military and Naval Tactics. By* C. Rand. *Price of* 3½ *Feet Length,* 15 *Guineas.—The above Telescope is likewise fitted up to answer all the Purposes of Civil Society.*

WE find that during the last thirty years, several ingenious mathematicians had suggested improvements in the application of a micrometer to reflecting and refracting telescopes, for measuring small angles or distances; but the present under consideration, invented by Mr. Rand (who we understand has been bred up in the engineer line), appears to us to have much simplicity in the construction, and differs materially from any instrument of the kind hitherto offered to the

* Hakluyt, iii. 11.

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public. It may be applied to various purposes in military operations, and to several useful ones, either in maritime surveying, sailing along coasts, or ascertaining the distances of objects at sea; and we shall make some brief observations on its principle, sufficient to convey an idea to our *nautical readers* of the principal uses to which it may be applied.

In the first place, however, it may be proper to notice some of the improvements suggested from time to time within these last thirty years. We accordingly find that Dr. Maskelyne, in the Philosophical Transactions for 1771, suggested some improvements in the micrometer, adapted to the reflecting telescope, so as to find with accuracy the small angular distances of celestial bodies in the field of view at the same time, but also of those which, when the telescope is fixed, pass through the field of view successively, by which means we can find the differences of their right ascensions and declinations.

The divided object-glass micrometer was contrived by the late Mr. John Dollond, and by him adapted to the object end of a reflecting telescope; and has been since by Mr. P. Dollond, his son, applied with equal advantage to the end of an achromatic telescope.

In the Philosophical Transactions for 1779 Mr. Ramsden has described two new micrometers, which he contrived with a view of remedying the defects of the object-glass micrometer. One of these is suited to the principle of refraction, and applied to the erect eye-tube of a refracting telescope. In the Philosophical Transactions for 1795, we find Mr. Cavallo has described a simple micrometer for measuring small angles with the telescope: it was made of mother-of-pearl, and situated in the focus of the eye-glass. From the simplicity and cheapness of this contrivance, there is little doubt but it would have been much encouraged by the public, had it been found to answer the objects intended, by measuring with accuracy any small angle subtended. Several other mathematicians and opticians have since suggested improvements.

The telescopical part of Mr. Rand's patent instrument, for measuring small angles and distances at one station, is of the best construction, some made with slides, as being more portable for military gentlemen; others in one length, as those usually made for the navy. Their lengths are $3\frac{1}{2}$ feet, and have all the properties in common with other telescopes of similar length. The principles of the micrometrical part are to ascertain the angle subtended by any object to be measured by it, in the field view of the telescope; as the diameter of the sun; the distance between two stars or planets; the angles subtended by any cape or headland viewed at sea; a fort, church, or mill, or any remote object, whereby the respective distances may be found from the place or places of observation, and this without any

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previous knowledge of trigonometry, and the tedious method by logarithmic calculations, but, as it were, by inspection only, by entering with the subtending angle of the object a table of horizontal distances, conveniently pasted under a slide on the tube of the telescope, and also inserted in the descriptive pamphlet accompanying the instrument, the distance may be found without any further trouble or difficulty; and with two observations, the distance, as well as the height of the object, is accurately ascertained.

With this instrument there is no necessity to resort to any trigonometrical calculations to find the distance and height of an object whose angle has been subtended, and which supersedes the following logarithmic calculations:

As radius 90°
Is to the tangent of the smallest angle subtended;
So is the farthest distance in yards or feet
To the height required in yards or feet.

The height will come out the same by taking the tangent of the second or larger angle as the second term, and the nearest distance as the third.

The micrometer adapted to the Patent Telescope has both a *fixed* as well as *moveable* value, and herein its principles differ from any other. And it has a field sufficiently large to answer every purpose to which it can be applied, or to which it is intended to be applied by the nautical observer in the mensuration of distances, &c. or to the curious in their observations, either in viewing objects as a common telescope, or minute objects as a microscope.

The micrometer adapted to this telescope has a nut or screw-head that regulates the mechanism of the parts, and gives motion to the several parallel hairs or wires. When the vernier points to the first division of the scale of the micrometer, the three hairs or wires will stand exactly parallel to each other, and two in the centre appearing as one hair. In observing an object, and turning the nut or screw-head to the left, the double hairs in the centre open parallel to the extent required, then forming an angle, the eye being the focus, is accurately measured by the micrometical scale, to which a vernier or nonices is adapted; that measures the subtending angle of any object within its field to seconds of a degree.

a The micrometer, whose scale is divided into hundredths of an inch, is, with all its adjustments, placed in its proper situation in the eye-piece of the telescope; and for reading off the fine divisions of the scale with its vernier, a small lens is placed before it.

To measure the angle subtended by the sun, or its apparent diameter, the telescope is to be applied with the dark glass slide before

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the eye to the sun, and by means of the nut or screw-head the moveable parallel hairs or wires may be opened till the upper and lower edge of the sun's disk are accurately defined between the center hairs or wires of the instrument; then will the index on the scale, by means of the vernier or nonices, point out the minutes and seconds of a degree that the sun's disk subtends at that time.

Since the instrument has been in our possession, we can assure our *nautical readers*, that we have not failed to make sundry observations of its accuracy in measuring the sun's semi-diameter, and which we always found come out to a few seconds of what is laid down in the nautical ephemeris. We have likewise tried sundry distances and heights of objects on shore, and found the results very correct; but not having had an opportunity to make any experiments at sea, we will reserve giving our opinion fully on its general utility in nautical operations, till we have had the communications of such naval gentlemen as may have made observations with the instruments at sea.

Mr. Rand, in his description and use of the Patent Military and Naval Telescope, gives a variety of problems, with ample explanations, illustrated by mathematical figures. The principal are: 1st. To find the *distance* of an object from the place of observation, its size being known; for instance—assuming the height of a soldier under arms to be six feet, with one observation his distance on the other side of a river, or in any situation, is accurately ascertained.

2d. To find the *distance* and *size* of an object when both are *unknown*.

Some of the examples he gives are,

1. An army presenting itself on the opposite bank of a river, a soldier is observed standing close to the water's edge; required the breadth of the river?

2. A tower or castle presenting itself, having a deep ravine or valley, the distance from the place of observation, as well as the depth of the ravine, and height of the tower, may be ascertained.

3. Being at sea, and observing an enemy's fort or battery, its distance from the place of the ship in different situations, as well as the height of the flag staff, is easily ascertained.

4. The horizontal distance of two ships stationary, is also easily ascertained.

But as the inventor has not hinted at the practicability of measuring the distance between two ships in motion, either when the one is in chase of the other, or when two ships are standing on separate courses, and to know the rate of each ship's sailing, we are of opinion, that with the aids of an additional table or two for reducing those distances, the instrument might be made subservient to the most essential nautical purposes.

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We shall now touch upon the utility of the instrument when applied in *microscopical* observations; and which we may consider as secondary to those already mentioned.

As a microscope, it is capable of measuring the *lineal* and *comparative* dimensions of very small objects; and, in proportion to its magnifying power, is rather a thing of amusement than of any great use; except that it be to find the magnifying power of other telescopes, which is done by measuring the pencil of light at the eye of the telescope, whose value is required; and when this pencil of light is well defined, it will shew the comparative value of the magnifying power of different telescopes, as shewn by the micrometer divisions on the scale.

To use the instrument as a microscope for examining small objects and measuring their *lineal* extension or dimensions, let the eye-tube be unscrewed from the other parts, then, by placing any small insect or object of any kind on a piece of white paper, and looking through the tube, moving it up or down if held in a vertical position, or backward and forward if horizontal, till the object be well defined *; the micrometer scale will then point out its lineal dimensions in hundredths or thousandths of an inch, by means of the vernier or nonius. The diameter of a hair, or of a particle of sea sand, may be measured with great accuracy.

At the end of Mr. Rand's descriptive pamphlet, there is an Addenda, suggested by an officer of rank in the army, for ascertaining the difference of elevation of particular objects, and several solutions are given "To reduce hypothenusal to horizontal distances, and to ascertain the difference in height of two places; and which must be confessed are extremely useful problems in nautical as well as military operations. The calculations for the solution of these last problems are simple, and the traverse table is made use of as an auxiliary for these purposes.

We will admit that similar objections may be made to this instrument by the mathematical reader as to all others, whose motions generally depend upon the action of a *screw*, and of course the imperfection of its threads, and the greater or less quantity of lost motion which is observable in moving a screw, especially when small, occasion a considerable error in the mensuration of angles; it has therefore occurred to us, that if a mode for adjusting the instrument, or finding its error of adjustment, had been given, it would have rendered it more perfect; and which, from a cursory examination of its principles, we think practicable with little or no additional expence. Thus, if at any time the parallel wires were deranged, or the action of the screw

* Whether the instrument be used as a telescope or microscope, the tube should always be slid to the proper focus.

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injured, we submit to the ingenuity of the inventor, whether a few divisions of excess, graduated on the micrometical scale with the vernier or nonius, might not measure the diameter or angle of a small object two different ways: 1st. In the usual way of measuring angles, by turning the screw to the left: 2dly. By turning the screw to the right, and the vernier pointing to the division of excess, would shew, if equal to the first, that the instrument was adjusted; but should they differ, half of this difference would be the error of adjustment, to be added or subtracted according to the side found upon.

NAVAL POETRY.

Nor let the sons of letter'd pride despise
Germs, whence the vig'rous shoots of valour rise;
So Attic freedom own'd Harmodius' strain,
So rous'd Tyrtæus' song the Spartan train. PYE's NAUCRATIA.

SONNETS,

BY THE REV. W. L. BOWLES,

ON DOVER CLIFFS, JULY 20, 1787.

ON these white cliffs, that calm above the flood
Uplift their shadowing heads, and, at their feet,
Scarce hear the surge that has for ages beat,
Sure many a lonely wanderer has stood;
And, whilst the lifted murmur met his ear,
And o'er the distant billows the still eve
Sail'd slow, has thought of all his heart must leave
To-morrow—of the friends he lov'd most dear,
Of social scenes, from which he wept to part:—
But if, like me, he knew how fruitless all
The thoughts that would full fain the past recall,
Soón would he quell the risings of his heart,
And brave the wild winds and unhearing tide—
The World his Country, and his God his Guide.

BY THE SAME.

WRITTEN AT BAMBOROUGH CASTLE.

YE holy tow'rs that shade the wave-worn steep,
Long may ye rear your aged brows sublime;
Though, hurrying silent by, relentless Time
Assail you, and the winter Whirlwind's sweep!

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For, far from blazing Grandeur's crouded halls,
Here Charity hath fix'd her chosen seat,
Oft listening tearful when the wild winds beat,
With hollow bodings round your ancient walls;
And Pity, at the dark and stormy hour
Of midnight, when the moon is hid on high,
Keeps her lone watch upon the topmost tow'r,
And turns her ear to each expiring cry;
Blest if her aid some fainting wretch might save,
And snatch him cold and speechless from the wave.

Many readers may be ignorant that this very ancient castle, with its extensive domains, heretofore the property of the family of *Forsters*, whose heiress married Lord Crewe, Bishop of Durham, is appropriated by the will of that pious prelate to many benevolent purposes; particularly that of ministring instant relief to such shipwrecked mariners as may happen to be cast on this dangerous coast; for whose preservation, and of their vessels, every possible assistance is contrived, and is at all times ready. The whole estate is vested in the hands of trustees, one of whom, says Mr. Bowles (this was written in 1789) Dr. Sharp, Archdeacon of Northumberland, with an active zeal, well suited to the nature of the humane institution, makes this castle his chief residence, attending with unwearied diligence to the proper application of the charity.

SONG,

BY WILLIAM HAYLEY, ESQ.

YE cliffs! I to your airy steep
Ascend with trembling hope and fear,
To gaze on this extensive Deep,
And watch if William's sails appear.

Long months elapse, while here I breathe
Vain expectation's frequent prayer;
Till bending o'er the waves beneath,
I drop the tear of dumb despair.

But see a glistening sail in view!
Tumultuous hopes arise:
'Tis he!—I feel the vision true,
I trust my conscious eyes.

His promis'd signals from the mast
My timid doubts destroy:
What was your pain, ye terrors past,
To this ecstatic joy!

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EXTRACT FROM THE FAVOURITE POEM OF

THE SEA,

WRITTEN BY THE REV. J. BIDLAKE, A. B.

AND CHAPLAIN TO HIS ROYAL HIGHNESS THE DUKE OF CLARENCE.

SUBLIMELY nature sits on yonder mount,
That lifts aspiring groves to purer skies!
High let us climb the pine-clad precipice,
And court the zephyr in the Doric fane,
Where solemn silence holds its sacred seat.
What spendid fullness feeds the ecstatic eye,
While summer spreads profuse its treasures round,
In lavish pomp, in more than British scenes!
Mountains, and vales, with woody verdure dark!
The villa trim, the hamlet snug and warm,
The meadows grassy green, or wav'd with corn,
The rivers blue extent, the bright'ning bays,
The cavern'd island, and rock-girted shores,
With frowning forts and arsenals begem'd,
And tow'r-crown'd towns, and steeples spiring tall.
The waters motion all, with stately fleets
That proudly bear their bulk along, and shade
Old Neptune's green domain, with swimming woods,
Pregnant with wanton winds, and painted barks,
On gales of pleasure borne, or business bent,
That glide incessant o'er the shifting scene.
Haste to the busy docks, where noisy toil
Its task laborious plies, and sturdy strokes
Re-echo round the astonish'd shores; while some
The massive anchor forge, the cable coil,
And all the instruments of naval pride.
There, cloath'd in majesty, Britannia's guard,
With ribs of natal oak, and light'ning wing'd,
With painted streamers, gay, and proud and huge,
The warlike vessel o'er the billows rides,
A floating world and arbitress of fate,
Shaking with rival thunder's voice the skies.
Fam'd Albion! queen of islands! nurse of arts!
Behold, behold, thy fleets invincible
Deal devastation on th' astounded foe.
See how the frowning batt'ries adverse range
Tier above tier, and big with ruin threat!
See how they boldly bear upon the foe

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With bellying canvas large, true in the line
Of order rang'd, while stern destruction frowns
Upon the troubled main, and dire dismay
And silent expectation chills the heart,
In dread suspense. But lo! now dauntless death
Begins, and horror rules the dark'ning day!
Their iron throats the fiery engines ope,
And pour a deluge of destruction round,
Fright'ning old Ocean from his oozy bed;
Mingling the fight, dun, smoky volumes roll,
And baleful blacken all the blotted sun.
Loud deaf'ning clamour roars, and slaughter shouts
Mid wounds, and groans, while wild confusion reigns
And riots round. I see the sinking foes,
While eddying whirlpool hurls them in its deep
Its dark abyss; and drowning thousands drinks,
Drawn headlong down to unrelenting fate.
Hark! Conquest sounds, and claps victorious wings!
While deathless Fame his joyous trumpet blows,
And fills with triumph all the gladden'd skies.

THE DYING TAR.

THE battle's o'er, the foe is fled,
The wounded sailor lifts his head,
And asks the chance of war;
"And is the glorious combat won?
"I go with joy! my work is done!"
Exclaims the Dying Tar.

"But, brother mess-mate, ere we part,
"Take this dear locket from my heart,
"Tell Mary how I fell:
"When she with sorrow hears my death,
"Oh, say that with my parting breath,
"I bade my love farewell!"

LINES BY MR. SHERIDAN,

THE Wandering Tar, who not for years has prest
The widow'd partner of his day of rest;
On the cold deck, far from her arms remov'd,
Still hums the ditty which his Susan lov'd;
And whilst around the cadence rude is thrown,
The boatswain whistles in a softer tone.

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PHILOSOPHICAL PAPERS, AND USEFUL NAVAL PROJECTS.

A DISQUISITION ON THE STABILITY OF SHIPS.

By George Atwood, Esq. F. R. S.

[Continued from Page 328.]

LET WBCOFAH (Tab. VIII. fig. 1.) represent a vertical section of a vessel floating quiescent and upright, and intersected by the water's surface in the line BA: BCOFA will be the area immersed under water. Suppose the vessel to be inclined from the perpendicular, through the angle ASH, so that the intersection of the vessel by the water's surface, which before coincided with BA, shall now coincide with the line CH: the area under water will now be COFAH, equal to the area BCOFA.

Let the section WBCOFAH, and all the other vertical sections intersecting the longer axis at right angles, be assumed similar and equal figures, projected on the plane WBOAH: in consequence, the area B O A will be to the area A S H, as the entire volume immersed is to the volume immersed by the vessel's inclination. Moreover, if E is the centre of gravity of the area B O A, that point will truly represent the centre of gravity of the volume immersed, when the vessel is upright; if the centre of gravity of the immersed area COFAH, when the vessel is inclined, should be situated at Q, that point will also coincide with the centre of gravity of the corresponding displaced volume. For these reasons, the spaces BOA, ASH, COFAH, will be denominated, in the following pages, indifferently, areas or volumes.

Let G be the centre of gravity of the vessel, by which term, the vessel and its contents, of every kind, are always understood to be implied. Through G, draw G U parallel to C H: and through Q, draw Q Z perpendicular to C H. When the ship is inclined round the longer axis, through the angle A S H, the fluid's pressure acts in the direction of the vertical line Q Z, with a force equal to the vessel's weight; and the stability or effect of this force, to turn the vessel round an axis passing through G, perpendicular to the plane B O A, will be greater or less, according to the magnitude of the line G Z, or distance from the axis at which the force of pressure acts. In the same vessel, the weight not being altered, the stability, at different angles of inclination from the upright, will be truly measured by the line G Z; and, in different vessels, or in the same vessel differently laden, the stability will be measured by the weight of the

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Fig. 1.

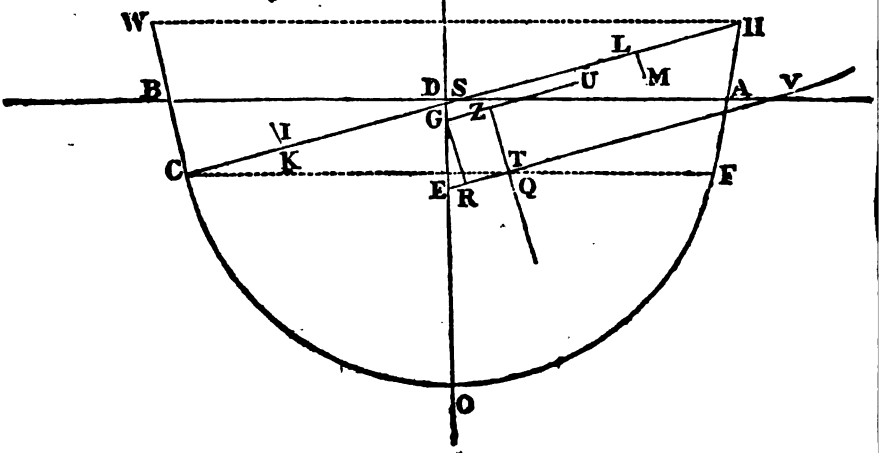


Fig. 2

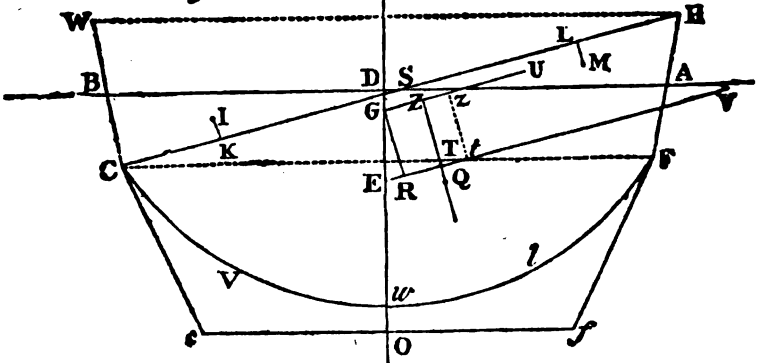
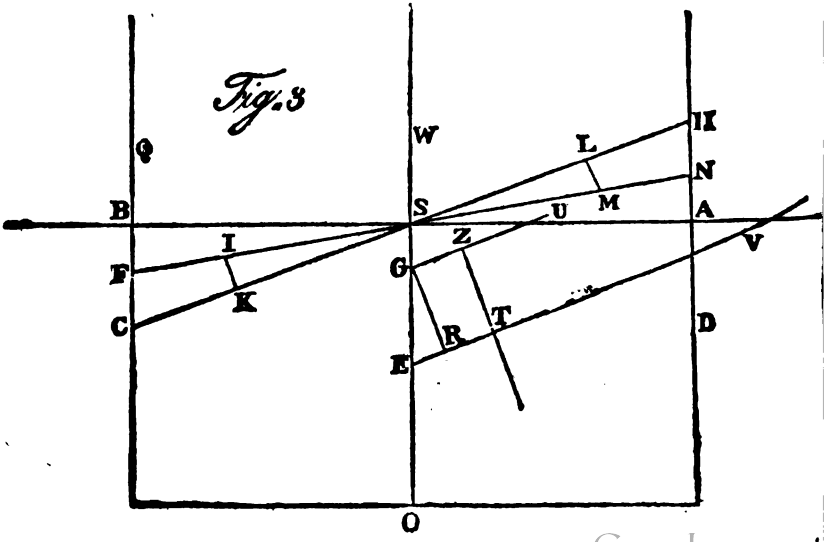


Fig. 3



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vessel and the line G Z jointly. The weight of any vessel (including the lading) is equal to the weight of water displaced by it; which will be obtained by measuring the solid contents of the displaced volume, and from knowing the weight of a given portion of sea water, such as a cubic foot, which weighs 64 pounds avoirdupois. The vessel's weight being thus obtained, the determination of the stability, whatever be its form or inclination from the upright, requires only that the line G Z shall be known, or the proportion which it bears to some given line, for instance, the line B A, shall be ascertained.

A general method of constructing this line is demonstrated in the Phil. Trans. for the year 1796, but is there principally applied to the floating position of bodies; its use in investigating the stability of vessels is incidentally mentioned, and in general terms, rather than as being itself a subject of disquisition. This theorem is founded on supposing the centres of gravity of the several volumes BOA, COFH, ASH, BSC, (fig. 1.) to be given in position; an assumption allowable in demonstrating a general theorem; but, in applying it to the stability of particular vessels, it becomes necessary that the positions of these points should be absolutely found, and the results combined with the other conditions, to infer the measure of stability; a determination which, in some cases, is attended with much difficulty, and, in others, is not practicable by any direct methods; an instance, amongst many that might be mentioned, in which the particular application is more difficult than the general demonstration of propositions. The following constructions and investigations are principally inferred from the general theorem for ascertaining the stability of floating bodies; which is here subjoined to avoid the necessity of future references, as well as for the purpose of stating more distinctly the observations which follow it.

Let M (fig. 1.) be the centre of gravity of the volume A S H, which has been immersed under water, and let I be the centre of gravity of the volume B S C, which has emerged above the water's surface, in consequence of the vessel's inclination; through the points M and I, draw the lines M L, I K, perpendicular to the line C H, which coincideswith the water's surface when the vessel is inclined: through E, the centre of gravity of the displaced volume BOA, draw EV parallel and equal to KL, and through G draw GU parallel and GR perpendicular to CH; according to the theorem, the line ET will be determined by the following proportion. As the total volume displaced BOA is to SAH, the volume immersed in consequence of the inclination, so is KL or EV to ET; and, since the angle EGR is equal to the vessel's inclination ASH, and the distance GE is supposed to be given, the line ER will be known; because ER is to

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GE as the sine of the angle EGR to radius; ER being subtracted from ET will leave RT or GZ, equal to the measure of the vessel's stability.

Suppose the line K L to be denoted by the letter b: let the volume ASH be represented by A, and the volume B O A by V. Then, according to the theorem, since V : A : : : : b : ET, it follows that ET $= \frac{A}{V}$ and if G E is put $= d$, and $s =$ the sine of the angle to which the vessel is inclined, radius being $= 1$, E R will be $= ds$; and the measure of the vessel's stability R T or G Z $= \frac{bA}{V} - ds$.

Through the points C and H, (fig. 1.) let the lines CF, WH, be drawn parallel to BA. The position of the points M and I, the magnitude of the line KL, and the areas or volumes ASH, BSC, being the same, whatever alteration may take place in the volume V, or the entire volume displaced, the quantity K L × area A S H or b A will remain the same: and, since the line ET $= \frac{bA}{V}$, it will follow, that the zone WHFC, situated between wind and water, (according to a technical expression) not being altered, ET will be in the inverse proportion of V, or the total volume displaced. If, therefore, the shape of the vessel under the line CF should be any how changed, so as to coincide with another figure, suppose C cf F, (fig. 2.) instead of COF, (fig. 1) the volume C cf F being equal to the volume COF, the line ET will be the same in both cases. In consequence of this change of figure, the position of the point E, (fig. 1.) or centre of gravity of the volume BOA, may be situated higher or lower in the line OD; yet, if the centre of gravity G is so adjusted by ballast, or other means, that the distance GE shall be the same, the stability of each vessel, BCOA (fig. 1.) and B C cf A (fig. 2.) will be perfectly the same, when inclined to the same angle ASH from the upright. It must also be observed, that since ET is always greater in the same proportion in which the volume immersed BOA is less, the zone WHCF being both in magnitude and form the same, having found by construction or calculation the value of the line E T corresponding to any given volume displaced, suppose V = BCOA, (fig. 1.) the line E t corresponding to any other magnitude of volume displaced, suppose v = BCV w / FA, (fig. 2.) will be immediately inferred; for, since V : v : : E t : ET, it follows that E t = $\frac{ETv}{V}$, or because ET $= \frac{bA}{V}$, by substitution E $t = \frac{bA}{v}$. For these reasons, the determination of stability does not require that the form of the entire volume displaced should be given, but the form only of the zone W C H F, (fig. 1. and 2.) including the angle of the vessel's inclination ASH; these conditions, together with the magnitude of the immersed volume, and the distance between the two

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centres of gravity G and E, are sufficient for finding the measure of stability at any given angle of inclination from the upright.

CASE I.

The sides of a vessel are parallel to the plane of the masts, both above and beneath the water-line.

QBCOAH (fig. 3.) coincides with the vertical section of a vessel when it floats upright and quiescent, and is intersected by the water's surface in the line BA; the sides QC, HD, are parallel to each other, and to the plane of the masts WQ, and are therefore perpendicular to BA. G is the centre of gravity of the vessel; V represents the magnitude of the volume immersed under the water; the centre of gravity of this volume is situated at E. Suppose the vessel to be inclined from its quiescent position through any given angle, it is required to express, by geometrical construction, the measure of the vessel's stability, when thus inclined. Bisect BA in the point S, and through S draw CSH, inclined to BA, at the given angle of the vessel's inclination from the upright. Bisect BC in F, and AH in N; and join SF and SN. In the line SF take SI to SF as 2 to 3; also, in the line SN, take SM to SN as 2 to 3. Through the points I and M, draw IK, ML, perpendicular to CH. Through the point E, draw EV parallel and equal to KL. In the line EV, take ET to EV, in the proportion which the volume ASH bears to the entire volume displaced. Through G, draw GU parallel to CH; and through T, draw TZ perpendicular to GU. GZ is the measure of the vessel's stability. The demonstration of this construction evidently follows from the general theorem.

From this construction, the value of GZ, or measure of the vessel's stability, may be investigated analytically, and expressed in General terms Through G, draw GR perpendicular to EV, Let $BA = t$, $GE = d$, the angle $ASH = S$; radius $= 1$. The rules of trigonometry give the following determinations. $AN = \frac{t \times \text{tang. } S}{4}$: $SN = \frac{t}{4} \times \sqrt{4 + \text{tang.}^2 S}$. Also, as SN : HN : : sine NHS : sin. NSH, or $\frac{t}{4} \times \sqrt{4 + \text{tang.}^2 S} : \frac{t \times \text{tang. } S}{4}$: : cos. S. : sin. NSH. Wherefore sin. $NSH = \frac{\text{sin. } S}{\sqrt{4 \times \text{tang.}^2 S}}$; cos. $^2NSH = \frac{4 + \text{tang.}^2 S - \text{sin.}^2 S}{4 + \text{tang.}^2 S} = \frac{2 + \text{sec.}^2 S + \text{cos.}^2 S}{4 + \text{tang.}^2 S} = \frac{\text{sec. } S + \text{cos. } S}{4 + \text{tang.}^2 S}^2$ (because $2 \times \text{cos. } S \times \text{sec. } S = 2$) consequently cos. $NSH = \frac{\text{sec } S + \text{cos. } S}{\sqrt{4 + \text{tang.}^2 S}}$ And since by construction $SM = \frac{2}{3} SN$, and $SN = \frac{t}{4} \sqrt{4 + \text{tang.}^2 S}$, $SM = \frac{t}{6} \times \sqrt{4 + \text{tang.}^2 S}$, and $SL = \frac{t}{6} \times \sqrt{4 + \text{tang.}^2 S} \times \frac{\text{sec } S + \text{cos } S}{\sqrt{4 + \text{tang.}^2 S}}$

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$= \frac{t}{6} \times \overline{\text{sec. S} + \text{cos. S}}$: and the triangles S L M, S I K being similar and equal, KL = 2 S L: Wherefore $KL = \frac{t}{3} \times \overline{\text{sec. S} + \text{cos. S}}$ = EV. The area of the triangle ASH $= \frac{t^2 \times \text{tang S}}{8}$ representing the volume immersed by the vessel's inclination; and by construction,

As V : volume A S H :: EV : ET, or

$V : \frac{t^2 \times \text{tang. S}}{8} :: \frac{t}{3} \times \text{sec. S} + \text{cos. S} : ET$; this will give the value of $ET = \frac{t^3 \times \text{tang. S} \times \overline{\text{cos. S} + \text{sec. S}}}{24\,V}$: and because

ER : EG : : sin. S : 1, and EG = d, it follows, that ER = d × sin. S; and therefore RT, or the measure of the vessel's stability $GZ = \frac{t^3 \times \text{tang. S}}{24\,V} \times \overline{\text{cos. S} + \text{sec. S}} - d \times \text{sin. S}$.

To exemplify this determination by referring to a particular case, let the vessel's breadth at the water's surface, or BA, be divided into 100 equal parts, and let GE be 13 thereof; so that t = 100, and d = 13. Suppose the inclination of the vessel from the perpendicular, or ASH, to be 15°, = S; and let the area BCOD A, representing the volume displaced, be equal to a square of which the side is = 60; so that the area V shall = 3600: then, referring to the solution, we obtain

	cos. S + sec. S = 2.0012
Also $\frac{t^3 \times \text{tang. S}}{24\,V} = \frac{1000000 \text{ tang. } 15^\circ}{24 \times 3600}$	= 3.1013
ET = 2.0012 × 3.10190	= 6.2063
d × sin. S = 13 = sin. 15°	= 3.3646
measure of stability, or GZ	= 2.8417

It appears by this result, that when the vessel has been inclined from the upright through an angle of 15°, the direction of the fluid's pressure, acting to restore the quiescent position, will pass at a distance estimated horizontally from the axis = 2.84, when the breadth BA = 109. And this will be true, whatever be the length of the axis.

The fluid's pressure is the weight of water displaced, the magnitude of which depends both on the area of the vertical sections, and length of the axis; suppose this weight to be 1000 tons; according to the preceding determination, the stability of the vessel, when inclined from the upright to an angle of 15°, will be a pressure equal to the weight of 1000 tons, acting at a distance of $\frac{2,84}{100}$ parts of the breadth BA from the axis, to restore the vessel to the position from which it has been inclined. This force is the same as if a pressure of $\frac{1000 \times 2,84}{50}$

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=56.8 tons, should be applied to turn the vessel at the distance of 50 from the axis: if therefore the wind, or other equivalent power, should act on the sails of the vessel with a force of 56.8 tons, at the mean or average distance of 50, or ½ the breadth B A from the axis, to incline the ship, the force of stability will just balance it, so as to preserve an equilibrium; the vessel continuing inclined from the upright at the angle of 15°. If the wind's force should be less, the inclination must necessarily be diminished; if greater, it must be increased, until the two forces balance each other. Here it is to be observed, that the force of the wind is estimated in a direction which is perpendicular to the plane of the masts *.

DAY AND NIGHT TELEGRAPH,

Particularly adapted for the Navy, by Mr. M'ARTHUR, *late Secretary to the Honourable* VISCOUNT HOOD, *Author of a Treatise on Naval Courts Martial.*

THE following outlines of a plan for facilitating Telegraphic Signals by day, and at the same time for establishing on simple principles telegraphic correspondence by night, was communicated, more than twelve months ago, to the Lords Commissioners of the Admiralty, by the above gentleman, whose improvements in the present system of Naval Signals by day and night, were daily appreciated at the commencement of the present war, and still continue to be adopted in The Service. A copy of the following plan was delivered to the Marquis Cornwallis, before he went to Ireland, as Lieutenant Governor of that kingdom:

* In this and the following numerical examples, in order to bring into comparison the effect of giving different forms to the sides of vessels, their weights, and all the other conditions (the figure of the sides excepted) on which the stability depends, are assumed to be the same. The measures of stability are compared, both by the relative distances from the axis at which a given pressure, equal to the vessel's weight, acts to turn the ship round the longer axis, and by the relative equivalent weights which act at a given distance from the axis. By the latter method, the proportions of stability are perhaps more distinctly expressed than by the former, although both are essentially the same.

The mechanical force employed to incline a vessel from the upright, through any given angle, for the purpose of examining and repairing the bottom of a ship, is to be ascertained from the theorems here given for expressing the measures of stability, which is exactly equal to the force to be applied for that purpose. Another method of inclining a vessel (well adapted for making experiments on this subject) is, by applying a timber at right angles to the plane of the masts. If a weight be affixed to one of its extremities, from having given the weight so applied, and its distance from the plane of the masts, together with the other conditions which determine stability, through which the ship will be inclined, may be determined by the theorems in these pages. The safe inferences may be obtained, from having given the weights and spaces through which the guns are run out on one side, and drawn in on the other, instead of the weight affixed, according to the method last described.

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Although the French have in many instances of new discoveries claimed the credit of being the first projectors; yet in the science of Telegraphic correspondence, they are certainly by no means the first. We have the authority of ancient authors, that Telegraphs, both by day and night, were in use among the Greeks. Polybius (lib. x. c. 40.) gives a circumstantial account of a night Telegraph, whereby the alphabet was expressed in a combination of torches. In the year 1694, Dr. Hook, in a paper communicated to the Royal Society, suggested a plan of correspondence by means of a telegraph: that which was given in by M. Chappe, and which was adopted by the National Convention at the beginning of the war, was on a similar construction.

Considered as an object of national importance, every attempt made towards its further improvement is truly laudable, and will doubtless be esteemed as such by the public. With these sentiments, we submit the following plan to their attention. A Telegraph constructed on these principles, is capable of forming such various transpositions, and combinations, that in case of an invasion, the enemy, unless they obtained The Key, could never avail themselves of them.

Mr. M'ARTHUR's *Outline of a Plan for establishing Nocturnal Telegraphic Signals by the Combination of Six Lights; and on similar Principles, it is presumed, the present Telegraphic Signals by Day might be improved.*

IN the construction of this Telegraph it is proposed to remedy the defects to which others are liable, namely, their being too heavy and clumsy to admit of being raised to any considerable height above the building where erected; since it is obvious that high posts are essentially necessary for denoting night signals, from the great distance that the lights must be placed asunder, so as the eclipses or obscurations, indicated by the following plan, may be distinctly seen, under the visual angle of the observer, at the respective stations. At the same time simplicity, cheapness, and facility in working the Telegraph, is attempted to be united with distinctness in observation; it may be so contrived as to change its direction, and consequently might be seen from any particular point or station.

CONSTRUCTION OF THE TELEGRAPH.

Two posts, or poles, are to be erected, (as in fig. 1.) about thirty feet above the officer's cabin, or tent, (AB) and nearly the same distance asunder as the posts now used, and to be securely fixed or stepped in either a square or circular bottom frame, or flooring of the

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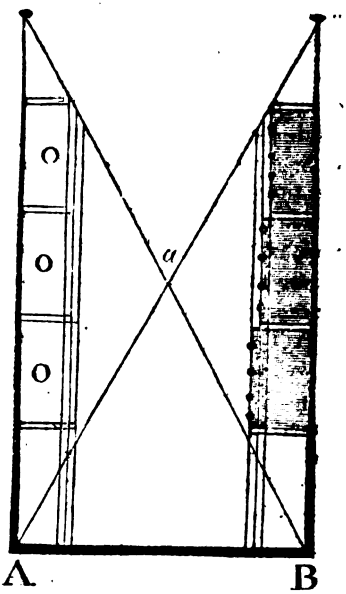
cabin, having concentric rollers; and to stand on a solid concentric circle platform, moveable upon a pivot, so as to turn the whole to any direction, and be thereby enabled to correspond in the line of the several stations marked on the platform.



Each pole to be secured by a rope, in imitation of a stay-rope, passing from the top of the one, and fixed to ring bolts, near the bottom of the other, on the roof of the cabin; which will remove the weight of the additional wood work used in the construction of other Telegraphs. From each stay-rope would fall (as in fig. 1. with the three lights on the right obscured) three parallel cords, or ropes, at a given distance from each post, to be also fixed to ring bolts on the officers cabin, viz. suppose the first cord at the distance of two feet; the second at the distance of two feet three inches; and the third, or inner one, at the distance of two feet six inches: on which three strong frames, with black painted canvas, might be made to slide; having the edges next the post to run in parallel grooves, and the edges next the parallel cords, to embrace them respectively with spring rings.

The *upper screen* would slide on the first cord, and in its corresponding groove: the *centre screen* on the second cord; and the *lower screen* on the last and third cord, and in their corresponding grooves or channels; and by either giving the stay-ropes, or the parallel cords, a small deviation, the screens would easily slide, and not interfere with each other. The distance left on each hand, between the roof of the cabin, and the aperture allotted the lower screen, is adapted for any of the screens, when hauled down, whilst a light is displayed in working the Telegraph.

Hence, the difference in the dimensions of the screens shewn in working, even by day, would be advantageous for distinctly denoting the signals; and might be worked with equal celerity, as the present mode with boards. The angular point *a*, where the cords called stays meet or cross each other, may be termed the *centrical point of the Telegraph*, or *the centre of the field of vision of the observer's* telescope;

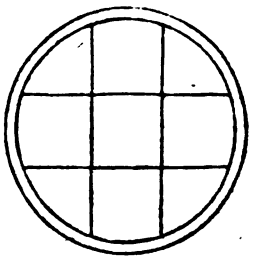
and at any time, when the telescope is required to be adjusted, a ball placed at that point by day, or a light by night, would regulate the axis of the instrument, by bringing the ball, or light, to bear exactly on the centre of the telescope; which would be easily practised, by means of the vertical and horizontal wires, proposed also to be used in the object, and eye glasses, for the purposes hereafter mentioned.

Three patent reflectors, or lamps, are proposed to be fixed on each post, at least twelve feet asunder; and their proper diameters, and focus, so as to produce the greatest effect, at given distances, might be easily ascertained.

A Telegraph, on the above construction, might be adapted for day as well as night correspondence: and be so easily moved from place to place, that it might be equally employed for the operations of an army, by day or night, and could with facility be erected in a tent: limited to the following night signals only, it might perhaps be deemed more simple to obscure the lights, by means of three cylinders, vertically placed, and moving on brass rods in horizontal directions from each pole, worked by pullies or small winches.

TELESCOPE.

The next object, as a desideratum to the practical simplicity of the plan proposed, is a good refracting Telescope, properly fixed in the officer's cabin, with its axis directed to the centre of the observed Telegraph; whose field of vision should be confined, and take in little more than the radius of the Telegraph observed; whereby the distinctness required in night observations would be better produced; and such telescope should have placed, in the common focus of the object, and eye glasses, two vertical silver or brass wires, parallel to each other; also two horizontal wires, parallel, dividing them in equal parts, fixed by pins, or screws, to a small brass circle, similar to the mode used in the glasses of transit instruments. (see fig. 2.) This would render the obscurations of the light, on the right or left of the operator, to be more easily and accurately defined by the observer.



At the first and last stations there would only be occasion for a set of simple reflectors, or lamps: but in the intermediate stations, each reflector or lamp should be double, so as to face both the preceding and subsequent observatories; and each observatory should be furnished with two telescopes, having wires, as above mentioned.

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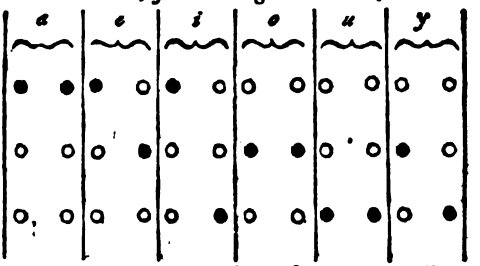
MANNER OF DENOTING THE TWENTY-SIX LETTERS OF THE ALPHABET; ALSO NUMBERS, TO ANY EXTENT.

The six vowels to be denoted, as hereafter specified, on the general principle of *obscuring one light on the left, and another on the right of the operator.*

The twenty consonants to be arranged in two divisions, viz. the first ten in the order of the alphabet, to be denoted by a majority of lights obscured on the left: the second division, containing the last ten consonants, by a majority of lights obscured on the right of the operator: hence, each letter of the alphabet can be at once marked by a single operation, without any auxiliary signal for denoting a division of the alphabet.

Thus, *for denoting the vowels,*

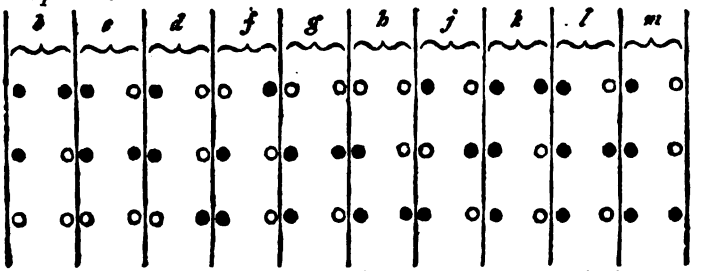


a to be denoted by an obscuration of the upper light on the left hand, and an obscuration of the upper light on the right; and so forth, as expressed to each vowel in the above table.

N. B. When left, or right, is mentioned in the explanations, the left, or right, of the operator, is understood by it.

For denoting the first ten consonants, b, c, d, f, g, h, j, k, l, m.

General Principle. *Never more than three, or four lights, obscured at a time; and the majority always obscured on the left hand of the Operator.*



Example. b is denoted by obscuring the upper, and middle lights on the left, and the upper light on the right. *c*, by obscuring the same lights on the left, and the middle light on the right, and so forth, as expressed against each consonant in the above table.

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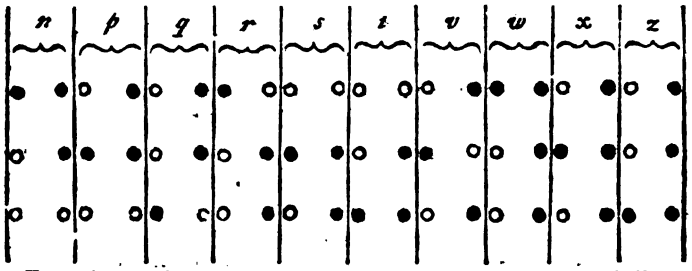
For denoting the last ten consonants, n, p, q, r, s, t, v, w, x, z.

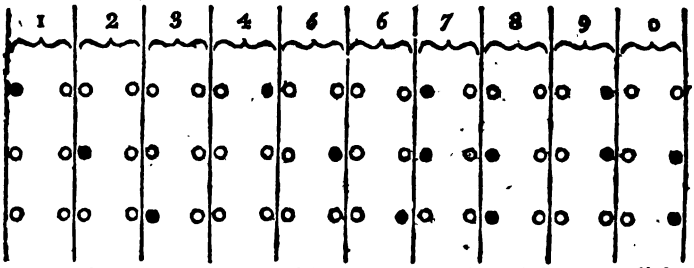
GENERAL PRINCIPLE. *Never more than three or four lights obscured at a time; and the majority always obscured on the right hand of the Operator:* hence this is the converse of the foregoing.



Example. *n*, is expressed by obscuring the upper and middle lights on the right, and obscuring the upper light on the left, and so forth, as against each consonant expressed in the above table.

FOR DENOTING NUMBERS.

GENERAL PRINCIPLE. *One light only obscured at a time, on either hand, or two lights obscured at a time, on either hand.*



Example. ONE, is denoted by an obscuration of the upper light, on the left; TWO, by an obscuration of the middle light on the left; THREE, &c. as expressed in the above table, against each figure, including the cypher.

As the signal for the termination of a word, or number, may be made by obscuring the upper and centre lights on the left, and the upper and centre lights on the right, it is easy to conceive how numbers may be expressed to hundreds of millions. Thus, 3650: the numeral sign 3, denoted by the obscuration of the lower light, on the left, would be first made; then 6, by the obscuration of the lower light, on the right; then 5, by the obscuration of the centre light, on the right; and the 0, or cypher, by obscuring the middle, and lower lights, on the right; after which the termination signal would be made. If *tens of thousands* were to be expressed, then the

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five signals, corresponding to the numbers, would be successively denoted; to close with the termination signal.

The preparatory signal to be made, when the Telegraph is to be worked, is by displaying the six lights in their proper places; and several auxiliary signals, for particular purposes, may in words, or sentences, be made by the combination of four or five lights obscured: such, as to *annul the preceding signal made—the quarters of the compass—interrogatory—affirmative and negative answers—Ships, under sailing orders, to put to sea—to remain till further orders, &c. &c. &c.*

The principle of the foregoing plan of night signals is so simple and self evident, that it may be practised at a window, by allotting three panes on the left, and three on the right, for the six lights; and every evolution and combination, indicated by the obscurations, may be satisfactorily demonstrated; and a correspondence might easily be carried on with a person, in an house, situated as far opposite as lights could be distinguished.

Nocturnal Telegraphs, on similar principles, it is presumed, might, on a future consideration, more especially in times of peace, be used, and be adopted by Government, as an object of revenue, in conveying commercial intelligence to any part of the kingdom, much cheaper than an express could travel. Should a merchant or banker, after the ordinary Post Hours, wish to communicate any important commercial information to his correspondent, at a distant port or station, he would only have to deliver it to the inspector of the first Telegraph, to be conveyed; paying in the ratio of the words employed, and the distance of the place, in such communication. A considerable revenue might by this means be derived, after defraying all the expences of such Telegraphs.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I TRUST the following short account of the discovery of a Compass Needle, whose poles are truly meridional, will not prove an uninteresting addition to your valuable Work; through the medium of which I wish to make it more publicly known than has hitherto been in my power. I assure you, Mr. Editor, I would not hazard a word on the subject, were not the proofs, received from various parts, the most satisfactory: otherwise indeed it might, and no doubt would be ridiculed, since the possibility of such a discovery has long been given up. Mr. John Edwards, of Bristol, is the discoverer of this most valuable acquisition to navigators; who had been many years endeavouring to bring to perfection a Needle for the Compass, whose poles, in all parts of the globe, should point due north and south, hitherto the testimonial

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of such correctness have been thoroughly satisfactory. The following I obtained from a friend of his a few days since, and subjoin for the perusal of your readers. I shall only add, that one of these Compasses, with a dial on the top to ascertain the true time of the day, and the longitude run, during the sun's appearance, by means as simple in application, as easy to be learned, may be seen at Mr. Lincoln's, mathematical instrument maker, in Leadenhall Street, to whom I must refer those who are interested in the discovery.—I am, Sir,

London, Your obedient humble servant,

29th April 1799. P. L. H.

PROOFS.

Previous to Lord Nelson leaving England last year, he had one sent him for the Vanguard, being the first used. He steered his ship by it, and found it constantly true.

Lieutenant Carpenter, of his Majesty's frigate Endymion, in a voyage to and from Portugal, found it so correct that he writes, "I shall put it on board the Royal George, in hopes that may bring it into general use."

Captain Cotton, of the Cuffnells East Indiaman, also writes word, that the Compass he took with him "had been proved in every way, and ever found to be correct."

Captain Daniel Richards, of the Mercury, who has had one in constant use, for twelve months past, and who is now in London, says, "that he never found the least variation in his, from the time he left this place last year, during his voyage to Gibraltar and Leghorn; thence to Lisbon and Labradore; and thence back to Leghorn, whence he is now arrived. Captain Williams also, of the Alert, lately arrived from Africa and the West Indies, informed Mr. Edwards, that he found one he took with him perfect, from his sailing from Bristol to Africa, in which he ran from lat. 51° ½ to 5°. In his passage thence, it was injured, and consequently useless. This injury, on inspection, proved to be rust on the centre, and a small hole worked into the agate cap, which prevented its traverse.

DESCRIPTION OF PLATE XII.

THIS design of Ocean, forms one of the celebrated compositions by Mr. Flaxman, from the tragedies of Æschylus. The original drawings are in the possession of the Countess Dowager Spencer. We are glad to be enabled to make this valuable addition to our work; it was reduced with great exactness, from the large engraving, by

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OCEANUS.

From the original Design by M.r Flaxman.

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a young artist of considerable merit, with whose assistance we hope to favour our readers, in occasional selections from the first works of Naval Sculpture, and Design.

Oceanus, according to Homer, was the father of all the gods. He is generally represented as an old man, with a long flowing beard. Mr. Flaxman's imagination has imbodied this heathen deity, as described in the *Prometheus vinctus* of Æschylus, coming to the relief of Promotheus. The Sea Monster is conceived with all the sublimity of the antique; there is a majesty in the aspect of Oceanus, that shews the hand of a master; and the whole, for accuracy of drawing, and chastity of design, will not be easily surpassed.

MARINE DESIGNS, NAVAL PORTRAITS, &c.*

IN THE

EXHIBITION AT THE ROYAL ACADEMY.

M,DCC,XCIX.

THE THIRTY-FIRST.

Tot nos præceptoribus, tot exemplis, instruxit antiquitas, ut possit videri nulla sorte nascendi ætas felicior quam nostra, cui docendæ priores elaboraverunt.

QUINT. INST. ORAT. lib. xii. c. 11.

A WISH to render the works of Marine Artists known among professional men, and to record their annual exertions, who are in some measure labouring in the same field with ourselves, has induced us to subjoin the following selection. We have purposely avoided giving any remarks, lest we might be suspected, either of fulsome compliment, or of undue partiality for those who are connected with us, or who are friends to our work: but we take this opportunity to request the various tribe of Dilettanti, Connoisseurs, and Amateurs, who criticise the labours of men of genius, in this line, to remember—that Marine Painting is at present in its infancy in this country: that this noble branch of the art is cramped, and greatly confined to portraits of particular ships, or correct representations of particular ac-

* The pictures marked thus *, are to be disposed of. The numbers refer to their place in the Exhibition. *R. A.* Royal Academician. *A.* Associate, *H.* Honorary.

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tions, which forbid the artist from indulging in the fine rolling phrenzy of imagination: and we also request These Gentlemen to consider, that all who are unacquainted with the intricate anatomy of ships, or the various magnificence of the Ocean, are ill qualified duly to appretiate the labours of the Marine Painter, who moves in a space of peculiar Grandeur, and Sublimity.

8 View of the Pier at Margate. *F. Sartorius.*

21 The Loss of his Majesty's Ship Proserpine. *E. & H.*

27 View of the French Line of Battle in the Bay of Bequieres, with the Approach of the British Squadron, under Rear-Admiral Lord Nelson, to the Attack on the Evening of the glorious First of August, 1798. *N. Pocock.*

"Calm breath'd the airs along the evening bay
Where, all in warlike pride,
The Gallic squadron stretch'd its long array:
And o'er the tranquil tide
With beauteous bend the streamers wav'd on high!"
Bowles's Song of the Nile.

29 View of the Position of the two Fleets, taken from the Van of the French Line in Action, at half past Nine o'Clock at Night, Le Guerrier, Le Conquerant, and La Spartiate, dismasted; L'Orient on fire; August 1, 1798. *N. Pocock.*

"What bursting flame
Lightens the long tract of the gleamy brine?
From yon proud ship it came
That tow'r'd the leader of the hostile line!"
Bowles's Song of the Nile.

51*View of Brading Harbour, Isle of Wight. *T. Taylor.*

55 Fishermen becalmed previous to a Storm, twilight. *W. Turner.*

68 View of Cowes Castle, Isle of Wight. *E. Garney.*

74*View of Deal—Fishermen going out. *J. Wilkins.*

82 A Sea View with Dutch Boats. *Sir R. Chalmers, Bart. H.*

83 A Sea View on the Coast. *Ditto.*

108 Greenwich Pensioner. *M. Bennet.*

114 Lord Nelson boarding the Spanish ships in the Engagement off Cape St. Vincent, 14th February, 1797. *H. Singleton.*

116 The Engagement of the Glatton, 16th July, 1796, commanded by Capt. H. Trollope, with Eight Ships of War, in which Capt. Strangways, of the Marines, was mortally wounded. *H. Singleton.*

122 The Battle of the Nile, on the 1st of August, 1798, when the French Fleet were defeated by a Squadron of British Ships, under the command of Rear-Admiral Nelson. *R. Clevely.*

128*Shipping becalmed. *T. Thompson.*

155 A Sea View. *W. Camden, Esq. H.*

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185 The Destruction of the French Fleet off the Nile on the 1st of August, 1798, by a Squadron of British Ships under the command of Rear-Admiral Sir Horatio Nelson, at the time L'Orient blew up. *R. Cleverly.*

190* Shipping becalmed. *T. Thompson.*

205 Portrait of Rear Admiral Sir J. B. Warren, K. B. *J. Opie, R. A.*

221* View of Limehouse Reach. *F. Warburton.*

233 The Capture of L'Immortalite French Frigate of 42 Guns, 24 Pounders, 580 Men, by his Majesty's Frigate Fishguard, 38 Guns, 280 Men; Thomas Byam Martin, Commander, off Ushant, October 20th, 1798. *N. Pocock.*

249 A Visit, and Contribution to the Sailors' Orphans. *W. R. Rigg, A.*

ANTI-ROOM.

258 Entrance of the Harbour of Macoa, China. *W. Fitzhugh, Esq. H.*

275 Battle of the Nile, at 10 o'Clock, when the L'Orient blew up, from the Station of the Gun-Boats between the Battery and Castle of Aboukir. *W. Turner.*

> ——— "Immediate in a flame,
> But soon obscur'd with smoke, all heav'n appear'd.
> From these deep throated engines belch'd whose roar
> Imbowel'd with outrageous noise the air,
> And all her entrails tore disgorging foul
> Their devilish glut, chain'd thunderbolts and hail
> Of iron globes." MILTON'S P. L. book vi.

276 Admiral Sir Alan Gardner. *T. Clarke.*

304 A brisk Gale on the Scotch Coast. *Nursey.*

314 View from the inside of a Cave on the Devon Coast. *Miss M. Pixell.*

COUNCIL-ROOM.

351 The Director, Capt. Bligh, coming up and engaging the Vryheid, Admiral de Winter, in the Action off Camperdown, on the 11th of October, 1797. *S. Owen.*

453 View of Calais. *Miss M. C. H.*

481 Ramsgate Pier. *J. Nixon, Esq. H.*

491 Portrait of Capt. Sir T. B. Thompson, of the Leander. *G. Englebeart.*

496 Some * of the British Naval Victors:—Portraits of Admirals Richard Earl Howe, John Earl of St. Vincent, Admiral Lord Viscount Duncan, of Camperdown; and Horatio Baron Nelson, of the Nile: a Mezzotinto, from G. Dupont, of Cotes, R. A.; R. M. Page, and L. F. Abbot; with appropriate Embellishments. *V. Green, A.*

* The Victor of Bastia, &c. (Lord Hood), and the Victor off L'Orient, (Lord Bridport) are not inserted.

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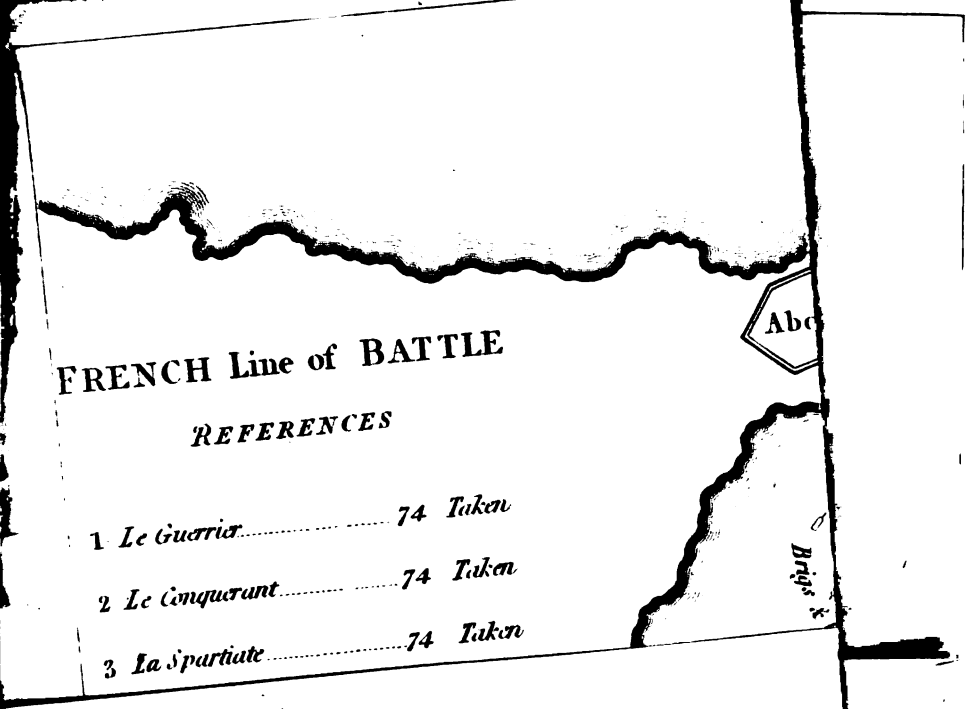

1103* The North Foreland Lighthouse. *J. Malton.*
1112 The Reculver, near Margate. *J. Malton.*

In all, Fifty-six.

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Serapis, or Osiris, was allotted to the plot. ..
ticed by Dionysius :

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Και τεμενος περικλυτον Αμυκλαι οιο Κανωβω.

There stands Canobus' Temple known to fame;
The pilot who from fair Amycla came.

Virgil, in his beautiful account of the bees, gives it the epithet of Pellæus, because Alexander, who was born at Pella, built Alexandria in the neighbourhood:

"Nam qua Pellæi gens fortunata Canopi
Accolit effuso stagnantem flumine Nilum,
Et circum pictis vehitur sua rura phaselis;"—
VIRG. G. iv. v. 287.

"For where, with seven-fold horns, mysterious Nile
Surrounds the skirts of Egypt's fruitful isle,
And where in pomp the sun-burnt people ride
On painted barges o'er the teeming tide."
DRYDEN.

The Bay of Aboukir, Bequieres, or the Bay of Shoals, had been little noticed by the moderns until Sir Horatio Nelson, by his splendid victory, rendered it so celebrated. A correct account, with drawings, has been published by Capt. Norden; and Mr. Irwin, in his Voyage from Rosetta to Alexandria, thus describes the coast:—"The Mediterranean Sea was now before us. We stood to the south-west in company with the whole fleet. At two o'clock we began to open a bay to our left, which forms the peninsula where Canopus once stood. Many of the eminences are crowned with the august ruins of ancient castles."

Mr. Savary and Mr. Bruce, have both given some very curious reflections, respecting the first formation of the Delta. According to the former, the whole of this tract of country was originally a great gulph. Mr. Bruce supports a contrary opinion with great ability. The Nile is said antiently to have run through the sands of Lybia, and to have been confined to its present course by Menes, the first king of Egypt. The old channel was to be seen in the days of Herodotus, who says that the mound, which barred its entrance, was preserved by the Persians with the greatest care. Mr. Savary declares its vestiges are still visible.

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The coast of the Bay of Aboukir is nearly similar to that of the rest of Egypt, which, according to the testimonies of both Mr. Bruce, and Mr. Volney, is so extremely low, that it cannot be discovered at sea, until the mariners come within a few leagues of it. In ancient times, the sailors pretended to know when they approached this Country by a kind of black mud brought up with their sounding-line from the bottom of The Sea: but this idea, though as old as the days of Herodotus, has been discovered to be a mistake by Mr. Bruce, who found the mud in question to arise while the vessel was opposite to the deserts of Barca. All along the coast of Egypt, a strong current sets to the eastward.

ADMIRALTY SESSIONS.

OLD BAILEY, MAY 27.

BEFORE SIR WILLIAM SCOTT, MR. JUSTICE BULLER, AND MR. BARON PERRYN.

PETER ENNIS, a Lieutenant in the Caithness Legion, and James Brothers, a private belonging to the same corps, were put on their trial; charged with the wilful murder of Peter Langlais, a French prisoner, while on board a transport on his passage with other French prisoners from Ireland to Great Britain. It appeared by the evidence of Colonel Munro, who commanded the Caithness Legion, that being with his regiment in Ireland in 1797, he did, by order of General Coote, send a number of French prisoners from Mallow to Kinsale, in order to be embarked on board a transport; that he ordered Lieutenant Ennis, the prisoner, with 20 men, to conduct them thither, to embark with them on board of the transport, and to take the command of the ship, as soon as he got on board; a thing which he always knew to have been done by military officers, in every vessel, except a king's ship; and on board a king's ship, he admitted that a military officer had no command at all.

Mr. Rothery, a Lieutenant in the navy, stated, that he had been employed by the Navy Board as agent for French prisoners, and was on board the transport in question at the time the circumstance happened which gave rise to the present trial. He remembered Mr. Ennis, and Brothers, coming on board with several French prisoners. When the vessel was off Beachy Head, an alarming mutiny was carried on by the French prisoners, who at one time were in possession of all the upper deck, violently assaulted the witness and others, and killed

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one of the seamen belonging to the vessel. The crew of the vessel and the soldiers having fired from below decks at the Frenchmen, they were prevailed upon by Mr. Rothery to come down the hatchways and surrender themselves, which they all did, except one man, who was the ring-leader, and who was afterwards killed. This person lay concealed for two days in the lower part of the vessel; and on the second morning being found and carried upon deck, he laid open his bosom and desired them to shoot him. Mr. Rothery said he would not have him shot, but he would take care of him: Lieutenant Ennis wanted to have him shot immediately; but the witness desired that he should not, and saw him fastened down with ropes under a gun upon the quarter deck. Having had occasion to go to another part of the vessel, in a quarter of an hour after this Frenchman was tied upon the deck, he returned and saw the prisoner Brothers presenting his piece at him, which, on receiving the word of command from Lieutenant Ennis, he fired at him. The Frenchman immediately expired, and the witness had him thrown overboard. The vessel was an hired transport, and the witness had received his orders from Admiral Kingsmill; and considered himself as having command over all the persons in the ship; but that he had no right to inflict corporal punishment. At the time this event happened, the deceased was fastened to the deck, the mutiny had ceased for two days, and there was no attempt to make a fresh mutiny. The soldiers were unfit guards upon this occasion, because they were obliged to keep between decks, and this was the circumstance which first encouraged the Frenchmen to mutiny. After this mutiny had taken place, many arms were missing; and as it was supposed that the mutineers might have concealed some, there was reason to apprehend that another mutiny would take place.

Mr. Ennis, being called upon for his defence, delivered in a written paper, in which he declared that the act which he had done was a dreadful resource dictated by necessity; and though apparently cruel, was merciful in the end. He saw that a most alarming mutiny had broke out in the ship, at the very time when a still more dreadful mutiny raged on board his Majesty's fleets. There were 257 French prisoners on board, who were guarded only by 20 soldiers, most of them boys or recruits, the ring-leader of these Frenchmen was concealed by the connivance of those who ought to have detected him. His own life, the lives of his men, and the safety of the ship, of which he considered himself to have the command, required the act he had ordered to be done; and he did it only from the conviction of its necessity, and not from any sanguinary motive or from the smallest malice towards the unhappy sufferer. Therefore he hoped the court and jury would not consider it as a premeditated murder, but as a measure of precaution beneficial to his Majesty's Service.

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On the behalf of Mr. Ennis, three men who were under his command on board the transport, swore that the deceased was the principal ring-leader of the mutineers; that after the mutiny had been suppressed, this person, who went by the name of the ring-maker, declared he was determined to renew it again, and be revenged before the vessel got into a port or harbour; this was reported to Mr. Ennis on the morning the deceased was discovered and brought upon deck. One of the witnesses, who was a drummer, swore that the deceased, who had been much indulged, invited the French prisoners to begin the mutiny, and that it was he who shot the English sailor; that when brought upon deck, after being taken from his hiding-place, he declared if the officers of the ship did not do something to him, he would do something to them; and that at the same time he offered to stab Lieutenant Ennis with a knife.

Colonel Munro said, that for the twenty years he had been in the service, he always knew it to be the custom that an officer, in the situation Lieutenant Ennis was at the time in question, had a right to take the command of the ship; and that if he had acted otherwise than he did, he (the colonel) would have brought him to a court martial. He, also, together with Captain Mackenzie, gave Mr. Ennis an excellent character for humanity.

Mr. Justice BULLER then stated the evidence to the jury, and told them, that from the peculiar nature of this case they must find a special verdict, in order that the judges might hereafter decide upon the law concerning it. By the common law of this country, the life of every person was considered of so great importance, that nothing short of the most absolute necessity could justify any one in taking it away; and therefore if the present case was to be decided by the common law, no difficulty would remain with him in the opinion he should give on the subject; but here the court was governed by the Marine Law, or law of nations; and he must inform them, that he had just received a communication from the learned judge who then presided in that court, and whose authority was the first in this Country, that it had never been settled by any judicial determination, what right any person, in the situation of the prisoner at the bar, could have to take away the life of another person who was a prisoner under him. So far the common law of England and the law of nations seemed to agree. As to the case of the prisoner Brothers, he acted by the orders of his commanding officer; and there was nobody who must not see the most striking difference, in point of moral guilt, between his conduct and that of Ennis; but in point of law there was no difference at all; for if the order he received was illegal, he could not by law be justified in obeying it. There could be no question but that the commands he received were illegal; but the circumstances of this case should be referred to his Majesty, who should ultimately

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determine how far it was one in which mercy ought to be extended. The opinion given by Colonel Munro as to the right which military officers had to command ships of this kind, could not be admitted by the court as deciding the question at all; particularly so, if naval officers maintained a contrary opinion, and it was a lamentable thing that those differences did exist. If it should hereafter turn out that the naval officer had a right to command this vessel, it would go a great way in establishing the degree of guilt of the prisoner Ennis; and if it should appear that this military officer had the command, another question would remain still behind, viz. Whether he was justified in carrying his authority to the extent he did. The legal decision of these several points would remain hereafter for all the judges, by the advice and direction of the learned judge who then presided (Sir W. Scott) and who would state the civil law on which the case chiefly depended. At the present moment it was only necessary for the jury to find the several facts, as given in evidence, which were to be agreed upon by the Counsel on both sides.

The jury, after having retired for an hour, brought in a *special verdict*, according to the judge's direction.

One Field, an Irish sailor, was found guilty of being on board a French privateer, and waging war against this Country, of which he was a natural born subject. Mr. Baron Perryn tried the cause. The prisoner said in his defence, that he had got out of a French prison, was starving, and thought he was going into a neutral ship when he was put on board the Frenchman.

The jury having hesitated some time in determining their verdict,

Mr Justice Buller said—"Gentlemen, if you admit the excuse of the prisoner, you will have all the French privateers manned by British subjects, and your Commerce will then be in a miserable situation."

May 28. As soon as the court was assembled, James Moore and John Halcrow were tried on the charge of piracy, in having been taken on board a French privateer, in arms against the subjects of this country, and cruising off the coast of Ireland; and in addition to which, it appeared they had entered voluntarily on board the said privateer, and ordered their landlady to receive 200 livres as their bounty.

John Williams was put to the bar on a similar charge, but his trial was postponed, the counsel promising, at the instance of Judge Buller, to produce a witness not then present, the prisoner thinking him necessary at the trial, or agree to his acquittal.

Sentence of death was then pronounced against the four who had been convicted this sessions, namely, Edmund Field, John Innes, otherwise Young, James Moore, and John Halcrow; and there being no more prisoners, the court was adjourned *sine die*.

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Gazette Letters.

ADMIRALTY OFFICE, FEB. 19.

Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated the 16th inst.

SIR,

ENCLOSED is a copy of a letter from Captain White, of his Majesty's sloop Sylph, which I transmit to you for their lordships' information.

I have the honour to be, &c.

BRIDPORT.

MY LORD, *Sylph, in Cawsand Bay, Feb. 14.*

I have the honour to inform your lordship, that on the 7th and 8th inst. we captured off Cape Ortegal, two fast-sailing Spanish Letter of Marque Brigs (coppered), one the St. Antonio, from Porto Rico bound to Bilboa, laden with cocoa; the other the Primavera, from the Havannah, bound to St. Andero, laden with sugar, cocoa, indigo, and logwood. These vessels being valuable, I thought proper to convoy them home, and with the former arrived here this evening; the latter parted company from us on Monday night, in a gale of wind, twelve leagues S. E. of the Lizard, but being an excellent vessel and in good hands I expect her here every hour. I beg leave further to add, that on the 20th Jan. we retook the sloop Three Sisters, laden with butter, from Cork to Lisbon. This vessel has arrived at this port. I have the honour to be, &c.

JOHN C. WHITE.

ADMIRALTY OFFICE, FEB. 26.

Extract of a Letter from Vice-Admiral Sir Charles Thompson, Bart. to Evan Nepean, Esq. dated on board the Queen Charlotte, in Torbay, the 22d Feb.

SIR,

ENCLOSED is a letter from Capt. Keates, of his Majesty's ship Boadicea.

I am, &c.

CHARLES THOMPSON.

SIR, *Boadicea, at Sea, Feb. 20.*

I have the honour to inform you, that a French Cutter Privateer, of 14 guns, and 44 men, named Le Milan, was this day taken by the Boadicea and Atalante. I have ordered Captain Griffith to see the prize into port, and, having landed the prisoners, to return and rejoin me upon my station.

I have the honour to be, &c.

R. G. KEATES.

ADMIRALTY OFFICE, MARCH 5.

Copy of a Letter from Rear-Admiral Harvey, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Evan Nepean, Esq. dated Prince of Wales, Fort Royal Bay, Martinique, Jan. 22, 1799

SIR,

I ENCLOSE you, for their Lordships' information, copies of two letters, one of which I received from Captain Fahie, of his Majesty's ship Perdrix, and the other from Capt. Dickson, of La Victorieuse. The spirited conduct of the captains, officers, and men, on both occasions, will manifest to their lordships their zeal and exertion for the king's service. I have the honour to be, &c.

HENRY HARVEY.

SIR, *La Perdrix, Tortola, Dec 13.*

I have the honour to acquaint you, that on the 7th instant I spoke, to leeward of St. Thomas's, an American, who informed me that he had been boarded the preceding evening by a French ship of war, 7 leagues to the eastward of Virgin Gorda.

I used every exertion to get to windward of that island, but from the strong gales which prevailed, accompanied by frequent and heavy squalls, I did not effect it until the 10th. On the 11th at day-light a sail was discovered from the mast-head in the S. E. which by our glasses was soon distinguished to be a ship, and evidently a cruiser.

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Not a moment was lost in pursuing her, and after a chace of 16 hours, I brought her to close action, which lasted 42 minutes, when she ceased firing, and lay an unmanageable wreck on the water. She proved to be L'Armee d'Italie, a French privateer ship of war, mounting fourteen 9 and four 12-pounder long guns, with 117 men, commanded by Citizen Colachy, 11 days from Guadaloupe, and had captured the Bittern brig and Concorde schooner, of Martinique; part of the crews of which vessels were on board.

It is impossible for me, Sir, sufficiently to express the high sense I have of the steady and spirited conduct of Lieutenants Edward Ottley and James Smith, and of Mr. Moses Crawford, the master; Mr Samuel Piguenet, the purser, is also entitled to my warmest thanks, having volunteered the danger of the deck: in short, Sir, I cannot more forcibly acknowledge the merit of the officers and crew of his Majesty's ship at large, than by saying their conduct was such as, even at the present day, to render them worthy the name of British Seamen; and I have the pleasure to add, that but one man was wounded. The enemy's loss, as far as I can obtain information, is 6 killed and 5 wounded.

Our sails and rigging are much cut, but in other respects we have not sustained any material injury. I am, &c.

W. CHAS. FAHIE.

SIR, *Victorieuse, off the Islands Testigos, Dec. 6.*

On the 29th of last month I received intelligence of three privateers to leeward. I proposed to Col. Picton, as the only sure method of keeping the trade open, to attack Rio Caribe and Gurupano, destroy their forts, and bring off their guns, as the privateers would then have no shelter, if chaced by us. He perfectly agreed with me, and ordered Major Laureil, with 40 of the Royal Rangers, to embark and proceed with me.

On the 2d I pushed down, in company with the Zephyr; and having reached Cape Three Points, we destroyed the schooner Proserpine, a Dutch privateer, of 2 guns and 13 men, from Caracoa, on a cruise. On the 3d, having reached within 8 miles of Rio Caribe, at 2 in the morning I landed the troops, with a party of seamen, to attack the forts in the rear, while the brigs attacked in front. At day-light the commandant sent to beg we would not fire, as he would give us possession without resisting. We immediately re-embarked the troops, took off the guns, and made sail for Gurupano, where we arrived at 4 in the evening. Observing a French privateer in the harbour, I sent a flag of truce to the commandant to say I was determined to take her out, and on his peril to fire on me. He answered, he would protect her; and that I should give him up the guns I had taken at Rio Caribe.

I found there was no time to be lost, and ordered Major Laureil, with the troops, Lieutenants Case and M'Rensey, with 30 seamen from the Victorieuse and Zephyr, to land and carry the forts by storm, while the brigs attacked in front.

At five we anchored and opened a smart fire on both forts: in 10 minutes the troops and seamen carried the lower fort, and I observed the Spanish flag struck at the upper one, but instantly replaced by French colours; in 5 minutes the upper fort was carried.—I have taken the guns and ammunition off, destroyed the forts, and sent the privateer to Trinidad; she had 6 guns and 80 men.

I cannot conclude my letter without informing you, I never saw more real courage displayed than by Major Laureil, Lieutenants Case and M'Rensey, of the Victorieuse, and the soldiers and seamen under their command, by attacking two forts with 70 men, defended by at least 300. Great zeal was also shewn by the officers and seamen of the Victorieuse and Zephyr; and I am much indebted to Captain Champaign, to whom I beg to refer you for further information. I have the honour to be, Sir, &c.

E. S. DICKSON.

Extract of a Letter from Vice-Admiral Dickson, Commanding Officer for the time being of his Majesty's Ships and Vessels, at Yarmouth, to Evan Nepean, Esq. dated the 4th inst.

Herewith I transmit, for their lordships' information, the copy of a letter from Captain Temple, of his Majesty's sloop Jalouse.

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SIR, *Jalouse, off the Texel, Feb. 14.*

I have the pleasure to inform you, that yesterday I captured Le Jason French privateer, that morning out of the Texel; she is a brig of 14 guns and 52 men, belonging to Dunkirk. I have the honour to be, &c.

J. TEMPLE.

ADMIRALTY OFFICE, MARCH 12.

Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the Whites, &c. to Evan Nepean, Esq. dated the 10th inst.

ENCLOSED is a copy of a letter from Captain Sir Charles Hamilton, of his Majesty's ship Melpomene, which is transmitted to you for their lordships' information.

MY LORD, *Melpomene, off Brest, March 3.*

I have the honour to inform you, that on the 28th ult. about nine leagues from the Saints, I captured a ship privateer named La Zele, mounting 16 guns and 69 men. As soon as I had shifted the prisoners, I went in pursuit of her prize (the Betsey, a valuable English brig from Santa Crux, to Liverpool, and was within a mile of her when she run on shore among the rocks on the Penmarks. I have the honour to be, &c. C. HAMILTON.

Extract of a Letter from Captain Thomas Hamilton, commanding the Sea Fencibles at Margate, to Evan Nepean, Esq. dated the 9th inst.

I have the honour to acquaint you, that yesterday morning, about ten o'clock, a small cutter was observed boarding two brigs eight or nine miles from the North Foreland. The wind being to the eastward, with a flood tide, prevented the Camperdown cutter, lying in Westgate Bay, from chasing. I sent an orderly dragoon to the admiral at Deal, not knowing the force of the privateer. The moment the capture was perceived, 40 or 50 of the Sea Fencibles pushed off in three boats, and about three o'clock recaptured the two brigs, the privateer having made off.

ADMIRALTY OFFICE, MARCH 23.

Copy of a Letter from Admiral Kingsmill, Commander in Chief of his Majesty's Ships and Vessels on the Coast of Ireland, to Evan Nepean, Esq. dated the 2d instant.

SIR,

PLEASE to inform my Lords Commissioners of the Admiralty, that his Majesty's ship Melampus arrived here yesterday evening, and has brought in with her a French ship privateer, named Le Mercure, of 16 guns and 103 men, from St. Maloes, which was returning into port after a successful cruise in the Channel. I have the honour to be, &c.

R. KINGSMILL.

Copy of a Letter from Admiral Sir R. King, Bart. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Evan Nepean, Esq. dated the 20th inst.

SIR,

I have the pleasure to transmit for their lordships' information, a letter I received from Lieut. Worth, commanding his Majesty's hired armed brig Telegraph, giving an account of his having captured, off the Isle of Bas, L'Hirondelle, a French corvette, carrying 16 guns, 9 and 6-pounders, and 89 men.

I am, &c.

R. KING.

SIR, *Telegraph Armed Brig, Torbay, March 19.*

I have the honour to inform you, I arrived here at 7 o'clock this evening with L'Hirondelle brig corvette, mounting 16 guns, long nines and six pounders, and 89 men, when she sailed from St. Maloes 3 days since, but having captured an American schooner and an English sloop, reduced her complement to 72. I discovered L'Hirondelle on Monday morning at day-light two miles on the lee-bow, the Isle de Bas, S. E. nine leagues: she immediately tacked and stood towards me; at half past 7, being close alongside, an action commenced, which continued for 3 hours and a half; and after several attempts to board on both

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sides, she being totally unrigged, she struck, and proved to be the vessel above described. Five of her crew were killed and 14 wounded. The Telegraph had 5 wounded. I am proud to say the company of the Telegraph behaved as English sailors always do on such occasions; and to acknowledge the very able assistance I received from Mr. George Gibbs, the master. I shall return to Plymouth the moment the wind will allow me. I have the honour to be, &c.

J. A. WORTH.

Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq dated the 20th instant.

Enclosed are two copies of letters from Captain Pierrepoint, of his Majesty's ship Naiad, which are transmitted to you for their lordships' information.

MY LORD, *Naiad, Plymouth Sound, March 19.*

I have the honour to inform your lordship of my arrival at this anchorage with the ship I command, in order to land 13 French prisoners, being the crew of a French privateer taken on the 5th instant off the Loine, by the Naiad and St. Fiorenzo. The Naiad has likewise sent into Falmouth a smuggling cutter, laden with tobacco and spirits. I have the honour to be, &c.

W. PIERREPOINT.

SIR, *Naiad, at Sea, March 5.*

The ship L'Heureux Hazard French privateer, mounting 16 sixes and nine-pounders (but pierced for 20 guns), and having on board 94 men, was this day taken by his Majesty's ship under my command. The ship sails very fast, left Nantz only yesterday, and was completely sound and equipped for a cruise of three months. I have the honour to be, &c.

W. PIERREPOINT.

Sir Harry Neale, Bart. Captain of the St. Fiorenzo, at Sea.

ADMIRALTY OFFICE, MARCH 30.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 25th inst.

SIR,

ENCLOSED is a copy of a letter from Captain Countess, of his Majesty's ship Ethalion, which is transmitted to you for their lordships' information.

I have the honour to be, &c.

BRIDPORT.

MY LORD, *Ethalion at Sea. March 6.*

I have the pleasure to inform your lordship, that this day his Majesty's ship under my command captured the Indefatigable privateer ship of Nantz, of 18 guns and 120 men, after a chace of ten hours; she is quite new, coppered, victualled for four months, and had been out one day. I purpose seeing her safe in, and taking that opportunity of getting rid of the prisoners. Yesterday evening we fell in with the Naiad, when she captured another privateer of Nantz, of 18 guns, which is the only success we have had since the Anson parted company; but we have had very severe weather. I have the honour to be, &c.

GEORGE COUNTESS.

Extract of a Letter from Admiral Sir Hyde Parker, Knt. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated the 10th February 1799.

I enclose a list of the armed vessels taken or destroyed, with the number of merchant vessels taken or destroyed, by his Majesty's ships and vessels under my command, since the last report; and I have the pleasure to state, for their lordships' information, that from the activity of the cruisers, few privateers are at sea.

Ships and Vessels captured or destroyed by the Squadron under my command, between the 4th of June 1798, and the 10th of Feb. 1799.

Thirteen privateers and armed vessels, carrying 72 guns, with 580 men, and 120 merchant vessels.

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MONTHLY REGISTER

OF

Naval Events.

(FROM APRIL 20 TO MAY 25.)

HISTORICAL MEMOIR.

A DUEL some time since took place in France, between Achard, a French lieutenant in the battle off the Nile, who had published some letters on the subject of that engagement, in which he attached blame to Rear-Admiral Lelarge, and the son of the Rear Admiral. On the arrival of Achard at Rochfort, the young Lelarge challenged him, and received a wound, of which he died within two days.

On the 21st ult. his Majesty, the Emperor of Russia, signed the following edict, which was published a few days after:

"Whereas we have remarked for some time past, in the Government of Hamburgh, a disposition for the principles of anarchy, and an attachment to the forms of the French government, which are destructive of all legitimate power. We order that an embargo shall be laid upon all the Hamburgh vessels in our ports; and which belong to Hamburgh subjects, and we also order that a return shall be made to us of the number of the said vessels which are in each of our ports.

"Given at St. Petersburgh, March the 21st, 1799,

(Signed) "PAUL."

This edict is certainly a very extraordinary one, and is said to have originated in its being understood by His Imperial Majesty that the Hamburghese supplied the French with warlike stores and clothing.

The great Commercial Measure of granting permission to the East India built ships, to carry the produce of that country to the English Market, was officially announced towards the end of last year in a Calcutta Gazette Extraordinary. This judicious measure is calculated to throw the whole of the export trade from India to Europe into the English market, and to render The Port of London the emporium of The Commerce of Asia.

Letters have been received by the Sphynx, arrived from the Cape of Good Hope, dated in January, by which it appears that the troops at that settlement were then constantly on duty. Advice had been communicated from the Governor of St. Helena, by the Georgiana packet, that two French squadrons had been observed by the Alvarez, of Goa, the one consisting of three large ships and two small ones, in latitude 11 S. steering to the eastward, and the other of two large ships having a convoy, in nearly the same latitude. The Alvarez continued in sight of them for some days, and observed that they repeatedly threw out their signals, which they often enforced with a gun. It was supposed at the Cape that these squadrons would form a junction, and look into Table Bay, or that they meditated an attack; in either of which cases the Government of the Cape had ordered the British ships there to moor further in, under cover of the forts. From the fine condition of the troops at the Cape, and the great additions to the fortifications, little alarm was excited by the above communication. Capt. Losack of his Majesty's ship Jupiter, at the Cape, had ordered a sloop of observation to cruise to the eastward, and give information of the course of the French squadron.

A copy of the following letter had been circulated in private circles, for nearly two months, before its appearance in the public prints; it was shewn us in confidence, but we could not obtain leave to print it.

Copy of a Letter from Admiral Nelson to the Governor of Bombay.

SIR, *Vanguard, Mouth of the Nile, 9th August* 1798.

"Although I hope the consuls who are, or ought to be resident in Egypt have sent you an express of the situation of affairs here, yet, as I know Mr. Baldwin has some months left Alexandria, it is possible you may not be regularly informed; I shall therefore relate to you briefly that a French army of 40,000 men in 300 transports, with 13 sail of the line, 11 frigates, bomb-vessels, gun-

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boats, &c. &c. arrived at Alexandria on the 1st of July; on the 7th they left it for Cairo, where they arrived on the 22d. During their march they had some actions with the Mamelukes, which the French call great victories. As I have Bonaparte's dispatches now before me, which I took yesterday, I speak positively: he says, "I am now going to send off to take Suez and Damietta;" he does not speak favourably of either country or people; but there is such bombast in his letters that it is difficult to get at the truth, but you may be sure he is only master of what his army covers. From all the enquiries which I have been able to make, I cannot learn that any French vessels are at Suez to carry any part of his army to India. Bombay (if they can get there) I know is the first object; but I trust the Almighty God in Egypt will overthrow these pests of the human race. It has been in my power to prevent 12,000 men from leaving Genoa, and also to take eleven sail of the line, and two frigates; two sail of the line and two frigates have escaped me. This glorious battle was fought at the mouth of the Nile at anchor; it began at sun set, and was not finished at three the next morning; it has been severe, but God favoured our endeavours with a great victory. I am now at anchor between Alexandria and Rosetta, to prevent their communication by water, and nothing under a regiment can pass by land. But I should have informed you, that the French have 4000 men posted at Rosetta to keep open the Mouth of the Nile. Alexandria, both town and shipping, are so distressed for provisions, that they can only get them from the Nile by water; therefore I cannot guess the good which may attend my holding our present position, for Bonaparte writes his distress for stores, artillery, and things for their hospital, &c. All useful communication is at end between Alexandria and Cairo: you may be sure I shall remain here as long as possible. Bonaparte had never yet to contend with an English officer, and I shall endeavour to make him respect us.

"This is all I have to communicate, I am confident every precaution will be taken to prevent in future any vessels going to Suez which may be able to carry troops to India. If my letter is not so correct as might be expected, I trust your excuse, when I tell you my brain is so shook with the wound in my head, that I am sensible I am not always as clear as could be wished; but whilst a ray of reason remains, my heart and hand shall ever be exerted for the benefit of our King and Country.

"I have the honour to be, &c. &c.

(Signed) "HORATIO NELSON."

May 6. Lieutenant Alt, commanding one of his Majesty's schooners, arrived at Portsmouth with an account of the sailing of the Brest fleet, consisting of the following ships;

Ships.	Guns.	Commanders.
L'Ocean	120	Bruillet, cap. de vaisseau.
Le Republicain	110	Berrenger, idem.
Le Terrible	110	Lecourt, idem.
L'Invincible	110	L'Héritier, chef de division.
L'Indomptable	80	Chambon, cap. de vaisseau
Le Formidable	80	Trehouard, chef de division
Le Zele	74	Dussy, idem.
La Constitution	74	Derray, idem.
Le Cisalpin	74	Bergevin, cap. de vaisseau
Le Watigny	74	Gourdon, idem.
Le Batave	74	Daugier, chef de division.
Le Gaulois	74	Simeon, cap. de vaisseau.
Le Mont Blanc	74	Maistral, chef de division.
Le Redoubtable	74	Monconse, idem.
Le Gemmapes	74	Cosmas, idem.
Le Duquéne	74	Kerangal, idem.
Le Tourville	74	Henry, capitaine de vaisseau.
Le J. J. Rousseau	74	Bigot, idem.
Le Dix Aout	74	Bergeret, idem.
Le Jean Bart	74	Meynu, idem.
La Revolution	74	Roslant, idem.
La Convention,	74	Leberce, idem.
Le Tyrannicide	74	Allemant, chef de division.

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Ships.	Guns.	Commanders.
Le Censeur	74	Faye, idem.
Le Fougueux	74	Bescon, idem.

Premier commandant, contre-admiral Delmotte.
Deuxieme, idem. Idem, Bedoux.
Troisieme, idem. Idem, Courant.
Quatrieme, idem. Idem, Dordelin.

Chef de L'Etat-Major, Contre-Admiral Linois.
Adjutant-General, Chef de division Pailliere.

Le Ministre; Lafond, capitaine de vaisseaux; More, capitaine de fregate, adjoints au Ministre.

Names of the frigates: la Vengeance, la Cornelie, (yet at Nantz), la Romaine, la Creole, la Bravoure, la Fidelle, la Precieuse, la Semillante, la Chasseur, la Franchise, la Cocarde.

CORRESPONDENCE RELATIVE TO THE BREST FLEET.

Extract of a Letter from an Officer on board the Phaeton, at Sea (May 11.) Lat. 49. 58. Long. 8°. 10. relative to the sailing of the Brest Fleet.

"We are under a press of sail for Ireland, to join Lord Bridport, though we have at present received no new intelligence of either him, or the French. One squadron is the Stag, Mermaid, and Clyde. Upon the first tidings we received of the French fleet being out, we made sail for Ushant, to look for Lord Bridport, but not falling in with him, made the best of our way to Ireland, which we hope to reach to-morrow. A general action will most probably take place. We spoke Rear-Admiral Whitshead on the night of the 7th, in the lat. of Ushant. He had four men of war with him."

Extract from the Letter of another Correspondent.

"The northerly wind which at present prevails is a fortunate event, as it will enable the succours going to Earl St. Vincent to cross the Bay of Biscay, and make a quick passage, although the French Fleet have the start of them. If I recollect right, there is a sandy bay near Marthra, to the northward of the rock of Lisbon, and another sandy bay to the southward of the rock, where the French may land their army. Of this I am apprehensive; for if this is effected, Lisbon is but 35 miles distant, the country open, without sufficient troops to defend it. It was the opinion of an officer of high rank in the navy many years ago, that should a war break out with France and Spain, and an alliance take place with Russia and Portugal, to garrison Portugal with 40,000 Russians, that the British fleet might be enabled to keep their station off Cadiz; for without the Tagus being open, he considered it not practicable for our fleet to keep the sea. He had also an idea of attacking Cadiz, and destroying the Spanish arsenal. Lord St. Vincent will have a fine field to exert his talents if the French fleet join the Spanish, after capturing Lisbon, by landing their army near the rock of Lisbon. But should the French fleet boldly push into the Tagus, land their army between Fort St. Julian's, and Belum Castle, and then recapture Lord Nelson's prizes, I think it very possible for our fleet to follow them afterwards into the Tagus, and complete their destruction; provided Fort St. Julian's, Belum Castle, and the Bougie Fort, at the entrance, on the South Katchop, hold out. The tide runs so strong in the Tagus, that a ship cannot bring her broadside to bear with a spring, so that the headmost ships of the French may be beat in detail. The Spaniards never will venture out of Cadiz alone, and not until they see the French in the offing from Cadiz, trusting to the tardiness of the Spaniards in venturing out."

MR. EDITOR,

Much has been said respecting the extraordinary escape of the French fleet from Brest harbour; and some random insinuations have been thrown out, with a view of attaching censure where none is imputable. The plain fact is this: as soon as the enemy had cleared the mouth of Brest harbour, they were discovered by one of our frigates, La Nymphe: the weather coming on very hazy, La Nymphe's people imagined they saw them bring to under the land, and made a signal to Lord Bridport's fleet accordingly; in consequence of which (a thick

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fog immediately succeeding), the two fleets unfortunately passed unperceived on both sides, within half a league of each other. I beg it to be understood, that the mistake on board La Nymphe was, from the weather, unavoidable.

Yours, &c.

Plymouth Dock, May 26. A REAR-ADMIRAL.

The following correspondence between Commodore Trowbridge, and General Macdonald, is a most curious naval paper, and forcibly shews the haughty temper, and unexampled impudence of the enemy. We have been careful to insert the whole correctly. Commodore Trowbridge, with the humanity and modesty of a British tar, thus addressed his adversary:

SIR, *Culloden, April 5.*

"Having learnt that the French privateer the Championnett, a prize belonging to one of his Majesty's vessels under my command, has been driven by bad weather into the port of Castellamare, and having within a little more than a month, released nearly 4000 French prisoners, I hope that your Excellency will set at liberty the midshipman and seven English seamen, now in your power. It is necessary for me further to inform your Excellency, that on the 13th ult. I sent a cartel from Palermo to Nice with 300 French prisoners.

"It is with real concern I hear, that the effects of our minister, Sir W. Hamilton, are detained in his house at Naples. You, Sir, both as an officer and soldier, ought to know that the property of ambassadors has never been considered as falling within the right of conquest; and I am convinced that what has taken place in that respect has happened without your knowledge. An ambassador is obliged to follow the court to which he has been sent. I beg you to reflect on our conduct towards your consul and merchants at Leghorn, when we took possession of that port.

"I am also to acquaint you, that I captured, at the Heights of Alexandria, a Monsieur Beauchamp, dressed in the Turkish fashion, on his way to Constantinople as a spy, with secret instructions, and about 600l. concealed about him, which I restored to him, from the conviction that it is the duty of all officers to alleviate the miseries of war, which should as little as possible affect individuals, and to treat prisoners with every proper attention. I wish I had it in my power to say, that our officers, soldiers, or sailors, have been treated in that way by the Directory.

"I trust, Sir, after this explanation, that you will make no difficulty of giving up the above mentioned midshipman and seamen to my officer, who is charged with the delivery of this letter, and that you will also put into his hands all the English whom you may have in your power. I shall take care to have their names registered, and the officer will give you a receipt for the men whom you shall send back to me.

"I have the honour to be, with great respect,

"Your very humble and obedient servant,

"T. TROWBRIDGE."

"SIR,

"The crew of the small vessel which was forced into Castellamare by bad weather, are still performing quarantine; but as soon as the officer for health shall declare there is no danger in opening the communication with them, I shall give the necessary orders for sending them on board your squadron.

"Your officer, who brought your letter, has been enabled to satisfy himself that your minister has left nothing here but the walls of his house; at least it was found in that state on the conquest of Naples.—You, Sir, who are so well versed in the rights of nations, should put the *Ex-King* of Naples in mind of them, who now keeps in chains, without any reason or motive, the vice-consul of the French Republic.

"I beg, Sir, you will be satisfied that your prisoners are treated with all the attention and care which misfortune and humanity prescribe. I wish I had it in my power to say as much in favour of the agents of your government, and of you in particular.

"I am, Sir, with respect, &c.

"MACDONALD."

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A court martial was held at Portsmouth, May 14, on board his Majesty's ship Gladiator, for the trial of the Right Hon. Lord Augustus Fitzroy, captain of his Majesty's ship Sphynx, for disobedience of orders and misconduct, in not bringing home, under his convoy, the East Indiamen and other trade belonging to the East India Company lying at St. Helena. The Court was composed of Sir Roger Curtis, Bart. Captains Pickmore, Sir Thomas Williams, Legge, King, Larcom, Rogers, Payne, Western, Lukin, Hardy, Lawrie, and Paget; and, after having heard read Commodore Losack's orders, and a long correspondence between his Lordship, Governor Brooke, and the captains of the several Indiamen, the Court, after a most animated defence from his Lordship, sat in deliberation upwards of three hours, and ordered that he should be dismissed from his present ship.

May 18, was launched at Woolwich, the Amazon, a fine frigate of 38 guns. This ship was named after the one lost on the coast of France.

Southampton, May 25. We are sorry to state the loss of his Majesty's schooner Les Deux Amis, of 16 guns, Wilson, master, bound from Jersey to Portsmouth. The weather being hazy and thick, she struck in the night of 23d on a sunken rock at Grange Chine, back of the Isle of Wight, at which place the General Goddard Indiaman was lost a few years ago. Her masts were cut away, and every means were used to get her off; but the gale increasing, all endeavours proved in vain.

Messrs. D'Auvergne and Lempriere, and Matthew Gosset, Esq (Viscount of the Island of Jersey), together with the captain and crew, with difficulty saved their lives; the sea running very high, and they being exposed in a very small boat. The peasantry, on their reaching the shore, began plundering whatever they could get hold of: and had it not been for Capt. Green, and the officers of the North Hants, who, on the first intimation being given them of the plundering inhabitants, immediately lined the coast with a strong detachment, nothing would have escaped from the hands of these inhuman wretches.

May 26. We have been favoured with the following extract of a letter from an officer on board the *Dædalus*, of 32 guns, relative to the capture of *La Prudente* French frigate, on the 3d of January last in the East Indies:

"We had been in sight of the French ship for three days; nor did it appear she meant to avoid us, as her force was much superior. We brought her to action at half past eleven P. M. on the 3d of January. She had many soldiers on board, and their musquetry was very annoying; she seemed so determined to dispute the contest, and her metal was so heavy, that though we were close on board for twenty five minutes, she did not seem inclined to wear; at a quarter past twelve we succeeded by a judicious manœuvre; we let her run a cable ahead, and fell on her starboard quarter. This succeeded; we drove in her counter, and boarded her at the same time with such promptness, that she hauled down her colours."

Last week about fifty French prisoners in Portchester Castle were detected in an attempt to escape, by undermining the walls.

The Duke of Northumberland last week sent a donation of 20l. to be distributed among the widows and children of such of the seamen belonging to the parish of Tynemouth as perished in the late tremendous storm on the coast of Durham and Newfoundland.

Captain Joseph Huddart, formerly of the Royal Admiral East-Indiaman, has invented a machine, for the purpose of constructing cordage upon a plan highly approved of, by which the different *strands* are capable of resisting additional strains in the proportion of three to two.

Last Monday a melancholy accident happened on board the Meleager frigate, of 32 guns, lying in Portsmouth harbour; as two seamen were employed in cleaning out the magazine, their light by some accident communicated to the powder, which instantly exploded and blew them to atoms. Fortunately the quantity of powder was but small, otherwise the whole ship must have been blown up.

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PLYMOUTH REPORT,
FROM APRIL 22 TO MAY 21.

23. WIND N. W. Cloudy. Arrived La Nymphe, 36 guns, Captain Frazer. Also the Nymphe, American letter of marque, of 14 guns, captured after a very gallant action by a French corvette of 16 guns, and recaptured by the Fisgard, 48 guns, Captain T. B. Martin. Arrived the Echo, of Poole, for Newfoundland, with coals, salt, &c. taken by a French privateer, and retaken by the mate and a boy of twelve years old, who seized the helmsman, forced him below with two French seamen, battened them down, and brought them safe into this port. Two of the Commissioners of his Majesty's Victualling Office, Somerset Place, arrived here this day to inspect the Victualling Office, cooperage and South Down Brewhouse.

24. Wind N. W. Fair. Went down into Cawsand Bay the Ramillies, 74 guns, Captain Grindall. The Fiorenzo, 44 guns, Sir H. B. Neale, in her late cruise, fell in with two heavy razees; having made the private signal, which was not answered, Sir H. Neale luffed up, gave them his whole broadside with effect, and bore away, the astonished Frenchmen never attempting to follow him.

25. Wind N. Fair. Went into Cawsand Bay the Robuste, 74 guns, Captain G. Countess. Also into the Sound, the Nile, 20 guns, Lieutenant Argles; she goes to the westward soon. Letters from Lord Bridport, dated the 20th instant, off Ushant, state that the fleet was all well, but had met with blowing weather. Passed by to the westward a large fleet. Arrived from Spithead, the Phœnix, 54 guns, Captain Halsted.

26. Wind N. Fair. Arrived from a cruise, the Dame, 24 guns, Lieutenant Proby. Went into the Sound the Telegraph, 18 guns, Lieutenant Corsellis.

27. Wind N. Fair. This day Admiral Sir T. Paisley, Bart. gave a grand dinner to General Grenville, the field officer, and the captains of the fleet at this port, at Cowley's Crown Hotel, Dock.

28. Wind N. Fair. Passed by a large fleet to the westward. Came in the Havick, 18 guns, Captain Bartholomew, with two French brigs, and a Danish Indiaman, the Zealand, from Tranquebar for Copenhagen. Sailed for Guernsey La Railleur, 18 guns, Captain Rayner.

29. Wind S. S. E. Fair. Orders came down for the Fiorenzo, 44 guns, Sir H. B. Neale, to set up her rigging in the Sound. She began stripping this day. Went up the harbour, La Pomone, 40 guns, Captain Reynolds, to refit. Arrived from Rotterdam for St. Andero, the Zum Gutten Enebrick, Wevers, detained by the Constitution cutter; also the Spitfire, 20 guns, Captain Seymour, from Isle Bas for orders, and a convoy from the eastward. Sailed for Falmouth the Telegraph, 18 guns, Lieutenant Corsellis, with a convoy. Megæra, 18 guns, Captain White, on a cruise.

30. Wind S. S. E. Fair. Last night late arrived the Dolly cutter, Lieutenant Watson, with dispatches from Lord Bridport to Admiral Sir T. Paisley, containing an account of the French fleet having in a thick fog put to sea, and eluded the vigilance of Lord Bridport. On her arrival Admiral Paisley, with his usual vigilance, sent for all captains, and the utmost activity pervaded every naval department. The women were all sent on shore at two o'clock, A. M. The officers visited all the houses at North Corner, called out of their beds all the seamen and marines on shore on liberty. At three A. M. they were sent off in boats in high spirits, on hearing the French fleet was out; cheering and huzzaing till they got on board their respective ships. Arrived the Fowey cutter, Lieutenant Danby, from Lord Bridport, with dispatches antecedent to the Dolly's. The Fowey sprung her boom. This morning the crew of the Bellona, 74 guns, Captain S. T. Thompson, fitting in Hamoaze, got on board all her guns and powder, the crew having worked all night to get her ready; an astonishing proof of the activity of British Seamen. Lord Bridport's orders

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are for all ships to rendezvous off Cape Clear. The signal for the enemy's fleet being out in force has been flying at the Telegraph Post, Maker Heights, since day-break, to alarm the different signal posts on the coast.

May 1. Wind S. W. Showery. Passed up with a frigate a convoy for the eastward. Mr. Whitford took an inquest on Mr. Monday, surgeon's mate of the Bellona, 74 guns, Sir T. Thompson, who in a fit of despondency cut his throat so dreadfully, that though every assistance was rendered him, he expired at the Royal Naval Hospital yesterday. Verdict, lunacy. By the unparalleled exertions of Sir T. Thompson, and the officers and crew of the Bellona, 74 guns, fitting in Hamoaze, she was got ready for sea, and this afternoon went into Cawsand Bay. Arrived the Spitfire, 20 guns, Captain Seymour. She lay to for orders, which having received, she went down Channel.

2. Wind variable. Arrived the Telegraph, 18 guns, Lieutenant Cotsellis, from a cruise. She brought in a Danish dogger, supposed to have French property. Sailed the Ramilies, 74 guns, Captain Grindall, and Robuste, 74, Captain Countess, to join Lord Bridport. Arrived the Fisgard, 48 guns, Captain Martin, from a cruise.

3. Wind S. E. Cloudy. Mr. Winchester, Admiralty messenger, arrived with an answer to Lord Bridport's dispatches, on horseback from London, in only twenty-two hours and a half. He rode in a chaise only two stages. Arrived from the Westward the Nile, 20 guns, Lieutenant Argles, and Adventure, from Guernsey. Also Chapman armed ship, with a convoy from Milford.

4. Wind E. Sailed with dispatches for the fleet, the Telegraph, 18 guns, Lieutenant Cornellis. Arrived Dans Heuffnoug Brunck, from Morlaix, detained by the Hind cutter, Lieutenant Bray.

5. Wind S. E. Blows a gale. Arrived in Cawsand Bay from Spithead, the Royal Sovereign, 110 guns, Admiral Gardner, Captain Bedford; the Captain, 74, Sir J. Saumarez, Bart. and Repulse, 64, Captain Alms. The Canada, 74 guns, Honourable De Courcy, in the gale this morning, dragged her anchors; but spare anchors and cables being sent from the dock yard, she soon resumed her former station.

6. Wind E. N. E. Fair and moderate. Arrived at two P. M. off the Sound, and lay to, the Queen Charlotte, 110 guns, Rear-Admiral Whitshed, Captain Irwin. She made a signal for several ships in Cawsand Bay, and fired a gun. On which the following men of war got under weigh and joined her at seven o'clock, P. M.—Bellona 74, Captain 74, Defiance 74, Repulse 64, Phœnix 38, and Ethalion 38. At eight P. M. the whole stood down Channel with a fine blowing wind at E N. E. The Henry Stewart, 14 guns, is now fitting here for Leith, for a yacht to take on board eight persons of fashion of Scotland, who are going to make a voyage to explore the Orkneys, the Hebrides, the Isles of Shetland, Iceland, and Greenland, and the Baltic. The vessel is completely fitted up with all kind of accomodation, and has a letter marque.

7. Wind E N. E. Calm. Sailed the Fowey cutter, for Cawsand Bay, to be under the command of Admiral Gardner. Remain in Cawsand Bay the Royal Sovereign, 110 guns, Admiral Gardner; Formidable, 98; Atlas, 98; Canada 74; Saturn, 74; Triumph, 74.

In the Sound—Magnanime, 44 guns; St. Fiorenzo, 40; Fisgard, 48; Uranie, 44; Danae, 24; Triton, 32.

In Hamoaze—Cambridge, 84 guns; La Loire, 50; Amelia, 44; Romney, 40; La Nereide, 36; Unicorn, 32; Proselyte, 32; Thisbe, 28; La Voltigeur, 18; L'Atalante, 16; Sylph, 18 guns; Sea Gull, 18; Volcano bomb; Conqueror and Attack gun brigs; Nimble cutter; Spider and Speedwell schooners, Cockchaffer lugger.

Between Island and main—Speedwell lugger.

In dock—Windsor Castle, 98 guns; L'Immortalite, 44; La Decade, 24; La Constance, 24; and eight prison ships.

8. Wind E. N. E. Rain. Arrived the Black Joke lugger, with a chasse marée advice boat, with dispatches for the French fleet, which were saved and sent on to Lord Bridport, but it is feared it is a decoy to deceive his Lordship with respect to the real destination of the French fleet. Arrived the Hind

cutter, with a chasse marée, laden with salt. Arrived from off Corunna the Indefatigable, 44 guns, Captain Curzon. She fell in with and dodged two days, five Spanish ships of the line and two frigates. On her return she spake the Childers, 14 guns, Captain Crawford, dispatched by Lord Bridport to Earl St. Vincent, with the account of the sailing of the French fleet. Captain C. communicated the above information to Captain Crawford. Sailed the Triton 32 guns, Captain Gore, for the fleet, and the Fowey cutter, Lieutenant J. Derby, with dispatches for Lord Bridport.

9. Wind S. W. Cloudy. Orders came down for the Formidable, 98 guns; Canada, 74; Triumph, 74; and Saturn, 74, to victual six months for foreign service. Arrived the Spitfire, 20 guns, Captain Seymour, with a smuggling lugger called the Providence, having a cargo of 900 ankers of spirits, and twenty-six bales of tobacco. The Spitfire last Sunday spake a Dane, the master of which says, on the 30th ult. he was brought to by the French fleet in lat 46. long 9. steering the southerly course. There were 16 of the line and 10 frigates and corvettes full of troops. On the next day he saw a line of battle ship, and a corvette full of troops, steering the same course.

10. Wind S. W. Sailed last night the Royal Sovereign, 110 guns, Admiral Gardner; and the Atlas, 98, Captain Jones, for the fleet; and this morning the Atlas, 98 guns, returned, having carried away her main top-mast, close to the cap of the cross trees.

11. Wind S. Cloudy. A lurking, lingering, kind of fever has broke out in the Saturn, 74 guns, Captain Totty, fitting for sea in Cawsand Bay. The first lieutenant, boatswain, and 140 seamen and marines, are now in the Royal Hospital for cure. As very exaggerated accounts are in circulation respecting the fever, it is necessary to state facts: the ship's company, under the direction of Captain Totty and his officers, have been very active in getting the ship ready for sea at this critical period. Some of the water, it appears, has been found bad. The symptoms are, pain in the head, nausea, and violent pains in the back, but there are not at present any cases particularly dangerous; therefore it is to be hoped this ship's company will soon be restored to its usual vigour and health.

NAVAL MONUMENT.

In Stoke Church Yard, near Plymouth Dock,

Erected by the ship's company of the Mars, 74 guns, Captain Hood, in memory of two of their comrades who died of their wounds in the glorious action betwixt the Mars and L'Hercule in April 1798, in the Royal Naval Hospital, Plymouth.

"This monument,

"To the memory of James Hinde, aged 30, and John Fitter, aged 22, seamen, who died of the wounds they received in the glorious action between the Mars 74, and L'Hercule, 74, French man of war, 21st of April 1798, in defence of their King and Country, is erected at the sole expence of the ship's company, as a tribute of regard for their deceased companions in arms."

12. Wind S. W. Fair. Sailed last night the Atlas, 98 guns, Captain Jones, Formidable, 98, Captain Thornborough; Canada, 74, Honourable Captain de Courcy; Triumph, 74, Captain Seccombe; the Spitfire, 20, Captain Seymour, and the Lady Duncan lugger, to join Lord Bridport's fleet. Arrived under a press of sail from sea, the Triton frigate, Captain Gore. She lay to the whole day, with her three topsails sheeted home to the mast, and at single anchor and hove short. It was supposed she brought some news, but it appears Captain Gore had looked into Brest harbour, and saw only a guardship and a corvette.

13. Wind N. N. W. Fair. Sailed a cartel from Morlais, escorted off the Eddystone by the Betsey gun boat, with 150 French prisoners; also the Chapman armed ship, with a convoy for Milford. Hove in sight from the S. W. quarter of the Sound, three line of battle ships. They stood on and off the whole day, but at two P. M. they cleared Perlie Point, and stood large to the southward.

14. Wind N. N. W. Cloudy. Sailed on a cruise to the westward, the Indefatigable, 44 guns, Honourable Captain Curzon.

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15. Wind N. Cloudy. Arrived a cutter from Lord Bridport's fleet, which she left on Friday last, all well off Cape Clear. The following French officers are now in the French fleet lately sailed from Brest, viz Contre Admiral Lannoi, taken the 1st of June, 1795, and the 23d of June, 1795; Capt L'Arretion taken in L'Hercule, 74, by the Mars, 74, commanded by the lamented Captain Hood, who gloriously fell in that gallant action; and Captain Bergenet, of La Virginie, 44, captured by the Indefatigable, 44. Captain Sir F. Pellew, Bart. This latter officer was buried under the much lamented Admiral du Bailli Suffrein, in the East Indies last war.

16. Wind S. W. Cloudy. Sailed with a convoy, for Cork, the Havick, 18 guns, Captain Bartholomew. Arrived a Danish ship, the Copenhagen, for Altona, stopped and sent in by the Clyde, 44 guns, Captain Cunningham. She beat to windward through the Bay of Biscay, but saw nothing of the French fleet, though directly in their track. Remains in Cawsand Bay, the Saturn, 74 guns, Capt Totty, the only line of battle ship in the port, except the Cambridge flagship, a circumstance scarcely ever remembered before. In the Sound, Fisgard, 48 guns; Fiorenzo, 40; Triton, 32. Arrived from Bourdeaux, Lieut. Clarke, late of the Argus lugger, captured and burnt by La Vendemaine French privateer, on her passage from Jamaica, at his father's house at Cawsand; his sudden arrival so affected his mother, an aged lady of 75, that she literally died in a few hours of excessive joy.

17. Wind S. W. Cloudy. An Admiralty messenger arrived in only twenty-one hours, with dispatches to the care of Vice Admiral Sir T. Paisley, Bart. which were put on board the Triton, 32 guns, Captain Gore, and she sailed directly, supposed for the Straits.

18. Wind S. W. Rain. Arrived from a short cruise, the Urania, Captain Towry. Went down into the Sound, the Atalante, 16 guns—Arrived the Hind Revenue cutter, Lieutenant Bray, with the Lottery Smuggler, having on board 400 ankers of spirits. She threw overboard 200 ankers in the chace.

19. Wind S. W. Hard Rain.

20. Wind S. W. Rain. Sailed the Atalante, 16 guns, on a cruise.—Arrived from town, Captain Sir H. B. Neale, as the Fiorenzo is fitted for sea, as soon as the Amelia, 44 guns, Hon. C. Herbert, is ready. The Fiorenzo, 44 guns, Fisgard, 48 guns, and Amelia, 44 guns, sailed on a cruise to the westward.

21. Wind S. W. Rain. This morning the Lady Duncan lugger arrived from a cruise.—Arrived the Princess Royal, of Cork, for this place, with provisions from the Victualling Office. The remainder of the convoy passed up. also a frigate under a press of sail.

NORTH AMERICA.

The Constellation and Insurgente frigates captured a French privateer, of 18 guns, and 150 men, by the following manœuvre:—The frigates approached each other off Guadaloupe in opposite directions, and commenced an apparently furious combat, the Constellation under American, and the Insurgente under French colours. The people on shore, anxious for the fate of their countrymen, dispatched the privateer to their assistance; she soon discovered the *ruse de guerre*, and struck without contest.

About the middle of March last, General Desforneaux's secretary arrived at St. Kitt's for the purpose of inducing Captain Truxton to restore the Insurgente. He told him that if she was not delivered up immediately, the general would give orders for the French cruisers to capture all American vessels without discrimination. Captain Truxton coolly answered, that he had acted in perfect obedience to the orders of his government, and that no threats would induce him to disobey them. The Frenchman used promises, intreaties, and imprecations, but in vain; when finding Captain Truxton inexorable, he left him uttering as customary—*Vengeance! and the Great Nation.*

On the 2d of March, President Adams communicated to the American Congress a list of the private armed vessels of the United States, for which com-

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missions have been issued since July last: they amount to 635, carrying in all 2763 guns.

New York, April 1. An engagement has unfortunately taken place between an American ship and a British privateer. It arose from a supposition that she was French; both from her captain being an Italian, as well as from the mixture of the crew. The vessels were of equal force; and had it not been for the discovery of their being English, a longer and more decisive contest would probably have ensued. The privateer lost three men. When the ship was boarded they appeared much exasperated, from being treated so harshly by those they esteemed their friends. Captain Decatur's interference has placed this action in a proper point of view; after two days detention, the Cygnet was restored to the captain, who safely arrived at New York on Saturday.

The Tribunal of Commerce of Dieppe has ordered the restitution of the American ship the Elizabeth, Capt. Chandler, coming from Lisbon; the captors also are to pay damages and interest. This shews how anxious the French at this moment are to conciliate the Americans.

An American armed sloop brought up opposite Greenwich on the 12th, and displaying her colours, saluted the Royal Hospital with 21 guns.

The trade of Philadelphia is rapidly on the decline. In 1796 the number of clearances from that port were 1692; in 1792 they decreased to 1293; and in 1798 were under a thousand.

The American Naval Force at present in the West Indies comprises twenty frigates and sloops.

PRESENTATIONS.

(FROM APRIL 20 TO MAY 29.)

CAPTAIN Murray, on his promotion, by Sir James Pulteney.

Admiral Calmady, on his promotion in the navy.

Captain Frazer, of the navy, on promotion, by Lord Hugh Seymour.

Admiral Lord Duncan, previous to his taking the command of the North Sea squadron.

Captain Duval, an officer sent by Lord Nelson to India with the news of the victory, was presented by Lord Hood, on his promotion.

Admiral Thomas and Captain Lambert, on their promotions.

APPOINTMENTS.

Mr. CHERRY has retired from the Victualling Board, and Mr. Harrison, Lord Spencer's private Secretary, succeeds to his situation.

Lord Augusstus Fitzroy, who commanded the Imperieuse frigate, came home passenger in the Sphynx from the Cape. Captain Rowley has succeeded him.

Lieutenant Duval, arrived from Bombay, to which place he was sent by Lord Nelson with an account of his victory, is appointed to the rank of Master and Commander.

Captain John Cooke (first) is appointed by the Lords of the Admiralty to the command of the Amethyst frigate, lately launched at Deptford.

Lord Hugh Seymour is appointed to the chief command of his Majesty's ships on the Leeward Island station, in the room of Admiral Harvey.

MARRIAGES.

Captain John Bull, of the Grantham Packet, to Miss P. Powell, of Truro.

At Walcot Church Bath, N. P. Prothery, Esq. of the Royal Navy, to Miss Lea, daughter of J. Lea, Esq. of Upper East Hayes.

On the 27th of April, at St George's Hanover Square, Lieut. G. H. Guyon, of the Marines, to Miss Lucinda Langford, second daughter of the late Rev. C. Langford, of Great Massingham, Suffolk.

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THE

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM APRIL 19 TO MAY 24.

THE Lyon, late Brown, from Figueira to Newfoundland, has been taken by a Privateer, retaken the 12th March by the Thames frigate, and arrived at Dartmouth.

The Allan, Nichols, from London to Trinidada, is on shore on Margate Sands, and full of water.

The Brave Armed Lugger was run down off Beachy Head, on 22d instant, by the Eclipse Transport, of Shields. People saved.

The Three Friends, Wilson, from Banff to London, is taken and carried into France.

The William, Rowell, from Newry to London, has been taken by a Privateer, retaken by the Attack Gun Vessel, and brought into the Downs.

The Fortitude, Cowey, with coals, for Inverness, and the Eagle, Allen, with oats, bound to London, have been captured by a Privateer, since retaken and arrived at Yarmouth.

The Jong Jaanitz, Vanderplaf, from Rotterdam to Scotland, is brought into Shields by a Cutter.

The Peace, Considine, from Baltimore to Leghorn, is taken and carried into Algeziras.

The Prince of Wales, Hendy, from Galway to Cork foundered. Crew saved in the Penguin sloop of War.

The Humility, Waters, from Cornwall to Leghorn, is taken by the French off Leghorn.

The Success, ——, from Plymouth to Liverpool, is lost in Mount's Bay.

The Bacchus, Haliburn, from Shields to Hambro', is taken by a Privateer and since lost.

The Vrow Anti Selleper, Alberts, from Dort to Newcastle, is sent into Yarmouth by the North Sea Fleet.

The Caroline, Ellis, from St. Michael's to London, foundered at Scilly. Crew saved.

The Amelia, Marquis, sailed from Charleston about the 20th December last, for Clyde, and has not since been heard of.

The Saratoga, Lindsay, sailed from Charleston in November last for London, and has not since been heard of.

The Expedition, Fitzpatrick, from Dublin and Cork to Jamaica, was taken the 14th of February, near Barbadoes, by the Courageux Privateer, and carried into Guadaloupe.

The Flora, ——, from London to Newfoundland, and the William from Martinique to Liverpool, taken by L'Ecle Privateer and sent into Rochelle. The Peggy, from Lisbon to Dublin, taken by Le Cerbere Privateer and sent into Camarinas.

The Trusty, Proudt, from Poole to Newfoundland, has been taken by a French Privateer, and retaken by a Jersey Privateer.

The Charles and Henry, Bully, from Plymouth to Hambro', is lost on the coast of Holland.

The Neptune, Perry, from London to Stockton, is taken and carried into Bergen.

The Jonge Berend, Claafon, Ocken, from Newcastle to Norden, is carried into Ostend, and condemned there.

The Vrow Clasina, Blom, from Dover to Lisbon, is lost on Figueira Bar, after being captured by a Privateer.

The Friends Goodwill, Burwood, from Alloa to London, is taken off Harwich, by a Lugger Privateer.

The Hope, Mellimby, from London to Fayal and New York, was taken the 14th January, by a French Privateer.

The Caroline, Cook, from London to Charleston, is taken and carried into Teneriffe.

The Betsey, Wilson, from Liverpool to London; and the Four Sisters, Prolexfen, from Chichester, were captured off the South Foreland, on the 11th instant, by a Privateer of 14 G. retaken by the Eugenie Sloop, and brought into the Downs.

The Grimaldi, Beauford, from Lisbon to London, is captured and taken into Vigo.

The Peggy, Davidson, from Virginia to Falmouth, and a Market, is captured by Le Grande Decide Privateer, and carried into Siljoa.

The Harriot, Reynolds, from London to St. Michael's, was captured the 15th March, by L'Ecle Privateer, and burnt.

The Dover, Haywood, from Lisbon to Halifax foundered 9th November. Crew saved, and carried to Baltimore.

The Amazon, Barnes, from Charleston to Surinam, is taken by a privateer, after an engagement of five glasses.

The Ranger, ——, from Shetland to Bergen, is taken by the Dragon Privateer, and carried into Bergen.

The Fame, (American) from Honduras to England, and a Market, is taken and carried into Bayonne.

The Lydia, Kellett, from Lancaster to Hambro', is taken near Beachy Head, and carried into Calais.

The Carolina, Malcolm, from Savannah to London, is taken by a Privateer, and carried into Bourdeaux.

The Penelope, Nicholas, from Falmouth to Lisbon, has been taken by a Privateer, near the Rock of Lisbon, retaken by the Flora Frigate, and arrived at Lisbon.

The Hibernia, Smithwick, from St. Ube's to Baltimore, is lost on the Coast of America.

The Mary Campbell, of Glasgow, is captured by Le Determination Privateer of Bourdeaux.

The Lark, ——, from Poole to Newfoundland, is taken by the Mars Privateer, and burnt.

The Peculiarity, Dawson, from Liverpool to Savannah, is taken by the French, and carried into Bourdeaux.

The Triton, Lilburn, from London to Sierra Leone, is captured by Le Cerbere French Privateer, and carried into Vigo.

The Apollo, Lee, from Lynn to Oporto, is taken by the Mars Privateer, and carried into Corunna.

The Lord Hawke Privateer, Captain Neale, is taken by a Privateer of 18 G. and 180 men, and carried into Passage.

The Chesterfield Packet, Jones, from New York to Falmouth, is captured near the Channel, by the Mars Privateer, of 26 G. and 280 men, and carried into Corunna.

The Admiral Kingsmill, Burk, from Jamaica to London; the Recovery, Phillips, from ditto to Liverpool; the Mary Parsons, from —— to Charleston, and Fanny, Hacket, of Whitehaven, are captured by La Courageux privateer, of 28 G. 214 men, and sent into Passage; the captains are arrived at Poole.

The Poll Carey, ——, from Virginia to London, is taken by the Neptune Speculator Privateer, and carried into Granville.

The Active, Ford, from England to Newfoundland, is taken by a French Privateer. Some of the crew landed at Torbay.

The Lion, Artwood, from Martinique to New London, is put into Bermuda damaged. The Adventure, Nesbitt, from Philadelphia to Sligo, put into Bermuda leaky. The Henry and Eliza, Wells, from North Carolina to Jamaica, is put into Bermuda with loss of fore mast, and other damage. The two former ships condemned.

The Arethusa, frigate, with the East India Fleet, were well off Madeira 19th April.

The Hygeia, Pawson, from St. Thomas's to Lancaster; the Goodintent, Boos, and Margaret, Killock, from Greenock to New Providence; the Goodintent, Northcote, from Greenock to Quebec; and Caroline, ——, from Liverpool to Newfoundland, are captured by the Bourdelais Privateer, of 22 G. in lat 52 and half, long. 19.

The Jeanie, Watt, from Jamaica to Clyde, is taken and carried into Passage.

The Eleonora, Boye, from Humbro' to Philadelphia, is taken and carried into Rochelle.

The Jean, Norris, of Dundee, with barley, for Dublin; the Elizabeth Mackie, of Aberdeen; and the Jane and Mary, Watt, of ditto, are captured by Le Belle Schooner Privateer, of Dunkirk, and carried into Bergen.

The Adm. Nelson, Young, from London to Dominica, is captured in the West Indies.

The Swan, Warren, from Yarmouth to Plymouth, is taken and carried into Calais.

The Madona, Calamiotis, ——, from Constantinople to Tregancock, foundered at sea.

The Delight, Bertho, from London to Petersburgh, is taken and carried into Sogendahl in Norway.

The Mary Hunter, from Clyde to Charleston, and the Mary Campbell, from Clyde for New Providence, are captured and carried into Passage.

The Martha and Ann, Garland, from Lynn to Hamsworth, was stranded on the Kentish Knock 21st inst. Crew saved. Also a Collier brig, name unknown.

The Fox, ——, from Charleston to Bilboa, was captured on the 7th April, by La Courageux French Privateer.

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APPENDIX.

NO. VI.

ADDITIONS AND CORRECTIONS. *

NO. I.

PAGE 1, *add*, "eldest daughter to the Baron Kilmanseck," *and afterwards* "Sophia Charlotte, the Baroness Kilmanseck, of the house of Offen, was sister to the celebrated Countess of Platen, of the German Empire. On the death of her husband in 1721, she was created Countess of Leinster, in the kingdom of Ireland," &c.

Page 3, *line* 10, for "by Adm. Sir C. Ogle," *read*, "from Admiral Sir Chaloner Ogle's fleet."

Page 4, *line* 7, *add*, "since I have been brought down, I have received," &c.

Page 6, *line* 10, for "*Admiral* Holburne," *read* "Captain."

Page 21, *note*, dele, "and struck to the Russel." We have been informed by an officer, who was in the action of the 1st of June 1794, that the Revolutionaire did not strike to the Russel, or any other ship, on the 28th of May, nor was Captain Parker detached from the fleet with that ship. We state this as is our duty, yet still differ in opinion from this officer; the Revolutionaire certainly came under the Russel's stern. There is no point in which sea officers are more liable to be deceived, than in what passes on board different ships, during an action, or in what relates to their manœuvres. Owing to the smoke, and their respective situations, and various other causes, difference in opinion will generally arise. We shall however always respectfully attend to this difference, whenever it is communicated to us.

In the dimensions given of the French ships, the comma between the feet and inches is omitted; it should have been inserted thus:

Ships' Names.	Guns.	Length of Gun Deck. Feet. In.	Length of Keel. Feet. In.	Breadth. Feet. In.	Depth in Hold. Feet. In.	Tons.
Sans Pareille -	84	193,7	159,0	51,6	23,4	2247
Le Juste -	84	193,7	159,6	50,3	22,6	2144
L'Amerique -	84	182,0	149,0	48,7	24,7	1884
L'Impetueux -	84	182,0	149,1	48,8	21,8	1878
Le Northumberland	74	178,3	145,4	48,3	21,1	1801
L'Achille -	74	178,0	145,6	48,2	21,2	1799

Page 68, after "OBSERVATIONS ON THE MONSOONS," insert, "*From the Bombay Calendar.*"

Page 86, for "Colussus," read "Colossus," and add in the last line, after "*with a pilot on board*," as follows, "for some time was supposed to have foundered, but at length arrived safe at Plymouth."

Page 87, "Captain Plampin is *appointed*," read, "re-appointed."

Page 88, dele the account of Captain Brown's death, one more correct being in the 2d number. The Yarmouth Hulk, from whose side Lieut. Branston fell, was lying in Hamoaze. For "*Capt. G. Cockburne*," read "*Lieut. George Cockburne.*" For "Thomas *Wathinson* Payler, Esq." read *Watkinson*."

Captain Waller (page 88) was stated, according to the account published in the Public Prints, to have died walking the quarter deck.—This a Correspondent assures us, is an error. "This officer was taken in a fit, during dinner; on the third day he was set on shore at Cove, and died on the second day after landing."

STATE OF THE ROYAL NAVY, NO I.

ROYAL SOVEREIGN—for "Captain Badford," *read* "Bedford."

IMPREGNABLE, 90 G.—for "commanded by Captain Westcott *on the 1st of August* 1798," read "on the 1st of June 1794."

Ships in the action of the 1st of June 1794, not mentioned, as such, in the above statement:—Cæsar, Gibraltar, Brunswick, and Tremendous.

* Some of these additions have been inserted since the first impression of our work.

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The Irresistible stated to have been in that action, is a mistake. The Ramillies also was not commanded on that day by Capt. J. Harvey. The Agincourt was in the action of October 11, 1797.

MONARCH, 74 G.—A correspondent has sent us the following anecdote respecting this ship:—"The Monarch, commanded by Captain F. Reynolds, now Lord Ducie, was ordered in the evening on which St. Eustatia was captured (1781) with the Panther and Sybill to proceed after a Dutch convoy which had sailed three days. On the following morning he had the pleasure to see the convoy at day-break; and after a short action, the Dutch Admiral's flag struck to the Monarch, Captain Reynolds being the senior officer. Admiral Lucas at the Cape also struck his flag to the Monarch in 1796, as did the Vice Admiral of the Dutch fleet on the glorious 11th of October 1797; so that the Monarch has had the honour of capturing *three* Dutch Admirals—the first was killed in action, and the last died in London of his wounds."

NO. II.

Page 89, *second paragraph, add*, "Sir Charles Knowles was the natural son of Charles Knowles, Earl of Banbury, great grandfather to the present Earl, by a French lady of rank, and uncommon beauty, whom he seduced. Circumstances made her case to be pitied, and she was much noticed by Lord and Lady Wallingford. Admiral Knowles was a most dutiful and affectionate son; as soon as success enabled him, he established an house, and kept a carriage for his mother."

Page 90, *line* 1, add, "having dissipated in France and Italy about 20,000*l.* a-year.

Page 96, *as a note to the last line*, "Miss Rebecca Alleyne, who married the Earl of Radnor, was under the protection of Admiral Knowles, from an early age. After the death of his wife, she was placed under the care of his mother."

Page 119, *line* 3 *from the bottom*, "The present Sir Charles Henry Knowles accompanied his father in this expedition," and read, "The present Admiral Vandeput accompanied him in this expedition."

Page 121, *note at the bottom*, "The Lady Knowles there mentioned was not of the same family. Admiral Knowles's wife never had the honour of being lady of the bedchamber to the Princess Amelia.

Page 121, *line* 27, The model which Admiral Knowles carried to Russia was constructed on his own principles of ship building."

Page 145, *dele at the bottom*, "*See plate* 4."

Page 154, *in description of plate* 4, dele, "*the Isle of Wight is represented in distant perspective.*"

Page 165, *Plymouth Report*, *line* 46, for "Nereid," *read* "Nereide."

Page 166, *line* 26, for "Pickerton," *read* "Bickerton."

Page 167. *Portsmouth Report*, *line* 31, for "Tamur," read Tamer;" and in the list of ships at Spithead, read, for sea *dele* The Phaeton.

Page 168, *line* 50, for "Irvin," *read* Irwin;" and for "Holliday" *read* "Holloway," Line 11, same page, for "Sans Pareil," *read* "Sans Pareille."

Page 170, *Letter to the Editor*, *line* 1, *for seemed to have considered*; read "*seem to have considered.*"

Page 174, the Hon. Captain Capel is stated from a mistake, to have brought over the dispatches from Commodore Duckworth, with the particulars of the taking of Minorca.

Page 174, instead of "Captain Thomas *Sechathe*," mentioned as appointed to the Triumph, *read* "Captain *Secombe*."

Page 175 and 176, dele in the Obituary the account of the deaths of Mr. Robert Paylis, Mr. William Southee, and Mr. Banston of the marines, which had been inserted in No. 1.

STATE OF THE ROYAL NAVY, NO. II.

EXPERIMENT, 44 G. for "this ship was very active," *read* the old ship of this name."

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Page 193, *3d line from the bottom*, for "Cartharge." "*read*" Carthage."
Page 194, *4th line from the bottom*, *read*," but the British Navy."
Page 197, *note the 3d*, for "*have* since that date," *read*" has."
Page 221, *1st note*, for "Whitby," *read* "Whidbey."
Page 244. in the Appointments, *dele* "Lieutenant Moriencourt to the Neptune, and Lieutenant Wells. Captain Lockart is also stated, by mistake, to be Lieutenant Governor of Greenwich Hospital. Captain Locker, as was afterwards mentioned (page 347) has that appointment, and was passed over in consequence, in the April promotion, 1794. At the bottom of page 244, in the Presentations, for "Admiral Rowle" *read* "Rowley."
Page 259, *line* 21, for "Larkam," *read* "Larkan."
Page 260, in the account of Lieutenant Moriencourt's Court Martial, the following, which certainly at that time was improper, owing to the hurry of the press, was inserted, "*is a very genteel man, and excellent officer.*"
Page 263. A Correspondent has favoured us with the following correction in our account of the late Captain Gamble of the marines:—"Captain Gamble's serving on board the Bellerophon on the 1st of June 1794, is a mistake; the captain of marines then on board was Walter Smith, who assisted Admiral Paisley when he was wounded, and afterwards received a wound himself. In the same account, Captian *Vasour* is printed frr Captain Vashon."

NO. IV.

Though we stated in our Memoir of Lord Bridport (page 266), on the authority of Mr. Beatson, a writer of the first repute, that Captain *Alexander* Hood had the command of the Antelope, we find it was an error, and that his brother, then Captain Samuel Hood, was captain of her. This error, like many others, had crept into naval history, from the neglect of inserting the *Christian* name of every officer mentioned in the Public Prints.
Page 347, OBITUARY. Captain Anthony Hunt, *line* 7, for "and soon after sailed," *read*, "*which soon after sailed*:—in the next line, for "in one of the frigates," *read*" as one of the frigates."

NO. V.

Page 356, *line* 4," proceeded to a small port one hundred leagues to the westward of Ushant," *read*, "*proceeded to a port to the southward of Ushant.*"
Page 389, *line 2 from the bottom*, "Sir George Rodney, in the Formidable, followed by his seconds the Namur and Duke," *read instead* "Sir George Rodney, in the Formidable, penetrated the line two ships astern of the Ville de Paris, followed by his second astern the Namur, and the rest of the center division; his second ahead, the Duke, of 98, had followed The Van to leeward of the French line.
Page 416, Song on Earl Howe's Victory, *line* 3, for "*her last adieu*," read "our last adieu."
Page 428, for "Lieut. Israel Pellew," *read* "Captain Israel Pellew."
Page 443, *April* 20, *line* 3, for "Captain Raynon," *read* "Raynor."
Page 445, *Promotions, &c.* for "Admiral Whitshead," *read* "Whitshed." The same error in page 446.

NO. VI.

Page 477, reference wrong to the Marine Scenery, in No. 3, for page, "257," *read* "211."

[In a Work which embraces so much as THE NAVAL CHRONICLE, and is pledged to make its regular appearance without any interruption, some *Errata* will unavoidably occur. We shall endeavour to render them as few as possible; and shall always reserve the remarks and additions of our friends, except where they demand immediate notice, for the APPENDIX, in the last Number of each Volume. We hope by this means to correct not only our own errors, but also many which have inadvertently been received into history.]

END OF VOLUME I.

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STATE

OF

THE ROYAL NAVY

OF

Great Britain,

AT THE COMMENCEMENT OF THE YEAR 1799.

Arranged according to their Rates.

No. I.

EXTENDING TO ALL SHIPS WITH TWO DECKS.

ABBREVIATIONS.—G. Guns. B. when built. T.F. T.S. T.D. taken from the *French*, *Spaniards*, or *Dutch*.

First Rates.

LE COMMERCE DE MARSEILLES, 120 G. commanded by Lieutenant H. H. Scott. T.F. This Ship was brought away from Toulon, December 1793, by Lord Hood; her dimensions are so large, that she was obliged to sail round from Portsmouth to Plymouth, the docks at the former yard not being large enough to receive her. She is at present fitted in Hamoaze for a Prison Ship. As this is the largest Ship in his Majesty's service, we have given the following dimensions, which were taken on board her in 1794, and sent us by a friend.

	Feet.	Inches.
Length, from the fore-part of the stern, to the after-part of the post, at the wing transom,	211	7
Length of the gun-deck, from rabbit to rabbit, on the range of the deck,	208	8
Length of the keel, for tonnage,	172	11
Extreme breadth,	54	9 and a half
Moulded,	53	11 and a half
At the upper line,	29	4
Height of the wing transom,	34	5
Depth in the hold	25	
Draught of water afore,	23	10 and a half
Draught of water abaft,	26	5 and a half

Her tonnage is 2826 tons.

		Feet.	Inches.
Ports out of the water	afore,	7	10
	midships,	6	10
	abaft,	6	9
Distance between the gun-deck ports,		8	
Height from the plank of the orlop, to the upper part of the gun-deck beams,		6	11 and a half
From the gun-deck to the middle deck,	afore,	7	
	midships,	7	
	abaft,	6	
From the middle deck to the upper deck,	afore,	6	11
	midships,	7	
	abaft,	6	11

SAN JOSEF, 112 G. T. S. by Sir J. Jervis off Cape St. Vincent, February 14, 1797. Now repairing at Plymouth.

SALVADOR DEL MUNDO, 112 G. T.S by Sir J. Jervis, do. do. employed as a Prison Ship at Plymouth.

VILLE DE PARIS, 110 G. Admiral, Right Hon. Earl St. Vincent, K. B. Capt. Capt. ——. Capt. G. Grey. Built at Chatham in 1795, and launched on the 17th of July. Her length from head to stern is 230 feet, and her width 53 feet. 2332 tons.

CALEDONIA, 110 G. Building in the King's Dock-Yard at Plymouth.

HIBERNIA, 110 G. Building at the same yard.

BRITANNIA, 100 G. Built in 1762 at Portsmouth. Length of her gun-deck, 178 feet. Tons 2091. Admiral Hotham's Flag Ship in the Mediterranean, on the 14th of March, 1795; and Admiral Thompson's on the 14th of February 1797. Never was at sea until last war, when she was Admiral Darby's Flag Ship.

QUEEN CHARLOTTE, 100 G. Vice-Admiral Sir Charles Thompson. Capt. J. Irwin. Launched at Chatham, April 15, 1790. Earl Howe's Flag Ship in 1794. Was commanded by the late Sir A. S. Douglas, on 23d June, 1797.

ROYAL GEORGE, 100 G. Admiral Lord Bridport. Rear Admiral C. M. Pole. Capt. W. Domett. Built at Chatham in 1788, and launched September 15. In the action on the 1st of June, 1794, she bore the Flag of Sir Alexander Hood; was also his Flag Ship on the 23d of June, 1795, and has continued such ever since. The length of her gun-deck is 190 feet; her breadth 52 feet, 5 inches and a half. Tons 2286.

ROYAL SOVEREIGN, 100 G. Built at Plymouth in 1786; was Admiral Graves's Flag Ship on the 1st of June, 1794, and Admiral Cornwallis's on the 17th of June, 1795. She is at present in the Western Squadron, Vice-Admiral Sir A. Gardner, Bart. Capt W. Bedford. Length of her gun-deck, 183 feet, 10 inches and a half. Tons, 2175.

VICTORY, 100 G. Built at Chatham in 1769. She was Admiral Keppel's Flag Ship in the action with the French, on the 27th of July, 1778. Rear-Admiral Campbell acting as first Captain, and Capt. Faulkener as second. Was Sir J. Jervis's Flag Ship on the 14th of February, 1797. She measures, in length, from the head to the stern, 222 feet, 6 inches. The length of her keel is 151 feet, 3 inches, and 5 eighths; that of her gun-deck, 186 feet. Her extreme breadth, 52 feet. Her depth in the hold, 21 feet, 6 inches. Tons, 2162. Her poop reaches 6 feet before the mizen mast. She is now serving as an Hospital Ship at Chatham.

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Second Rates.

ATLAS, 98 G. Capt. Matthew Squire. Built at Chatham in 1782. When she was fitting there, the following accident took place.—By a miſtake of the Carver, the globe which Atlas ſuſpended, was placed ſo high, that it became neceſſary to cut part of it away, before the bowſprit could be properly put in: this alſo happened to be North America; and what was remarkable, the workman who took the hatchet to ſtrike it off, was an American. Length of gun-deck, 177 feet, 7 inches: of keel, 145 feet, 8 inches and three quarters. Tons, 1950.

BARFLEUR, 98 G. Built at Chatham in 1768. The firſt viſitation the King made at Portſmouth to the Fleet was, we believe, in the year 1773, on board this Ship, where he kept his table for ſome time. This was the firſt time the King had ſeen his Fleet together. The French Ambaſſador, M. de Guine, who accompanied him, ſaid, "I have now ſeen two of the moſt glorious ſights in the world, *the King of Pruſſia at the head of his Army, and the King of England at the head of his Fleet.*" Capt. James Richard Dacres. Was Sir Samuel Hood's Flag Ship in his action with Count de Graſſe, off Port Royal, Martinico. She bore the Flag of Rear-Admiral Bowyer, on the 1ſt of June, 1794, and was alſo in the action of the 23d of June, 1795, commanded by Capt. Dacres. She had Vice-Admiral Waldegrave's Flag on the 14th of February, 1797. Length of gun-deck, 177 feet, 8 inches: of the keel, 144 feet, half an inch. Tons, 1947.

DREADNOUGHT, 98 G. Building in the King's dock-yard, Portſmouth. Length of gun-deck, 185 feet: of the keel, 152 feet, 6 inches, and five-eighths. Tons, 2111.

DUKE, 98 G. Built in 1777 at Plymouth. She formed one of the center diviſions in Lord Rodney's Fleet, on the 12th of April, 1782, and was then commanded by Capt. Alan Gardner. She is at preſent refitting at Portſmouth. She belonged to the Weſtern Squadron in 1797, Capt. J. Holloway; and during her laſt cruize off Uſhant, though in a very bad ſtate, for want of repair, ſailed better than ever. Her poop had been cut down. Length of gun-deck, 177 feet, 6 inches. Keel, 145 feet, 2 inches. Tons, 1943.

EUROPE, 98 G. Building in the King's Yard at Chatham.

FORMIDABLE, 98 G. Capt. J. H. Whitſhed. Built at Chatham in 1777. This Ship bore Sir H. Palliſer's Flag in the action of July 27, 1778. She was alſo Lord Rodney's Flag Ship on the 12th of April, 1782. Length of gun-deck 177 feet, 6 inches and three quarters. Tons, 1945.

GLORY, 98 G. Capt. James Brien. Built at Plymouth in 1788. Was commanded by Capt. J. Elphinſtone, in the action on the firſt of June, 1794. Length of gun-deck, 177 feet, 5 inches. Tons, 1944.

LONDON, 98 G. Capt. J. Purvis. Was in the action of the 23d of June, 1795, commanded by Capt. Griffith. She has ſince ſerved a great deal in the Weſtern Squadron. Her figure head repreſenting the City of London, is finely imagined. Length of gun-deck, 176 feet, 6 inches: of keel, 144 feet, 1 inch, and one eighth. Tons, 1894. She was built at Chatham in 1766.

NEPTUNE, 98 G. Sir Eraſmus Gower. This beautiful Ship was built at Deptford in 1797; ſhe joined the Fleet cruizing off Uſhant, in October, and was much admired. The ſiddle head, as it is termed, or billet-head, had but a bad effect. It appears ſtrangely out of character in great ſhips. The Neptune was the firſt of that fine 98d rate in which it was tried. Length of gun-deck, 185 feet: of the keel, 152 feet, 6 inches, and five eighths. Tons, 2111: the ſame as the Dreadnought.

OCEAN, 98 G. Building in the King's Yard at Woolwich. The *old* Ocean, from which this takes its name, was built at Chatham in 1761. Length of her gun-deck, 176 feet, 2 inches and a half: of keel, 143 feet, 2 inches. Tons, 1833. The new one has her gun-deck 185 feet: keel, 152 feet, 6 inches and five eighths. Tons, 2111.

PRINCE, 98 G. Rear-Admiral Sir Roger Curtis. Capt. T. Larcom. Built at Woolwich in 1788. This Ship, we believe, was the firſt on which the experiment of ſawing her aſunder was tried, in order to lengthen her 17 feet. She was in the action of the 23d of June, 1795, commanded by Capt. Hamilton. Length of her gun-deck, 177 feet, 6 inches. Tons, 1871.

PRINCE GEORGE, 98 G. Rear-Admiral Sir W. Parker, and Capt. W. Bowen; was built in 1772 at Chatham. Commanded by Sir J. Lindſay, in the action between Admiral Keppel and the French, on the 27th of July, 1778. Was in Rodney's action in 1782; then commanded by Capt. Williams. Was in the action of the 23d of June, 1795, commanded by Capt. Edge. She alſo bore the flag of Rear-Admiral Parker, in the action of the 14th of February, 1797. Length of the gun-deck, 177 feet, 6 inches. Keel, 143 feet, 10 inches, and five eighths. Tons, 1955.

PRINCESS ROYAL, 98 G. Rear-Admiral T. L. Frederick, and Capt. J. Draper. Was built at Portſmouth in 1773. She was in the engagement of the 14th of March, 1795, commanded by Capt. Purvis. Length of the gun-deck, 177 feet, 6 inches: of keel, 145 feet, 5 inches. Tons, 1973.

PRINCE OF WALES, 98 G. Rear Admiral H. Harvey. Capt. R. Brown. Built at Portſmouth in 1794. She bore the Flag of Admiral Harvey, in Lord Bridport's action with the French Fleet off L'Orient, June 23, 1795. Is now in the Weſt Indies. Length of gun-deck, 182 feet: of keel, 149 feet, 8 inches. Tons, 2010.

QUEEN, 98 G. Vice-Admiral Sir Hyde Parker, Knt. and Capt. Man Dobſon. Built in 1769 at Woolwich. She bore the Flag of Rear-Admiral Gardner on the 1ſt of June, 1794, and alſo on the 23d of June, 1795. She is at preſent at Jamaica. In the laſt war ſhe bore the Flag of Sir Robert Harland, in the action of July 27th, 1778. Length of gun-deck, 177 feet, 6 inches: of the keel, 144 feet. Tons, 1876.

ST. GEORGE, 98 G. J. Holloway. Built in 1785 at Portſmouth. Was in the action of the 14th of February, 1797. Length of gun-deck, 177 feet, 6 inches. Length of keel, 145 feet, 2 inches. Tons, 1950. In the Channel.

SANDWICH, 98 G. E. Douglas. Built at Chatham in 1759. Now ſerving as a Priſon Ship at Chatham. Length of gun-deck, 176 feet, 1 inch: of keel, 145 feet, 8 inches. Breadth 49 feet, 1 inch and a half. Depth 20 feet, 11 inches and a half. Tons, 1869. The Sandwich formed part of Admiral Keppel's Fleet, which ſailed from St. Helen's, June 8th, 1778. On the 8th of September, 1720, the King of Sweden dined on board the old Sandwich of 90 Guns, at Stockholm. Admiral Sir John Norris had his Flag then on board her, and commanded an Engliſh Squadron in the Baltic. This is an old name in the Navy. The Sandwich at Chatham was a 90 gun ſecond rates in 1688.

TEMERAIRE, 98 G. Built at Chatham in 1798: not yet commiſſioned. Length of gun-deck, 185 feet: of keel, 152 feet, 6 inches and five eighths. Breadth, 51 feet. Tons, 2111. No appellation could ſurely be left appropriate to a Ship than this. The Temeraire was one of the Ships taken from the French in the action between Admiral Boſcawen and M. de la Clue, in 1759. She was captured by Capt. Bentley.

WINDSOR CASTLE, 98 G. Built at Deptford in 1790, and launched on the 30th of May. She was commanded by Capt. Gore on the 14th of February, 1797. Is now repairing at Plymouth. Length of gun-deck, 177 feet, 6 inches: of keel, 145 feet, 8 inches and ſeven eighths. Breadth, 49 feet, 2 inches. Depth, 21 feet. Tons, 1874.

BLENHEIM, 90 G. Built at Woolwich in 1761. Was in the action of the 14th of February, 1797, and commanded by Capt. Frederick, now an Admiral. Length of gun-deck, 176 feet one inch: of keel, 142 feet, 7 inches. Tons, 1817. Now at Chatham.

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IMPREGNABLE, 90 G. Built in 1706 at Deptford. Was commanded by Capt. Westcott on the 1st of August, 1798. Bore Admiral Caldwell's Flag on the first of June, 1794. Length of gun-deck, 177 feet, 7 inches: of keel 145 feet, 11 inches, and one eighth. Tons, 1887.

NAMUR, 90 G. W. Lake. Built at Chatham in 1756. Was in Rodney's action on the 12th of April, 1782. Capt. Whitshed commanded her on the 14th of February, 1797. Length of gun-deck, 174 feet, 11 inches and a half: of keel, 144 feet, 4 inches. Tons, 1814. Now at Lisbon.

UNION, 90 G. Built in 1736 at Chatham; at present an Hospital Ship at Sheerness. Lieut. W. Quarme. Length of gun-deck, 171 feet, 2 inches: of keel, 141 feet, 5 inches. Tons, 1781. This Ship was in Admiral Hawke's action with M. de Conflans in 1759.

ROYAL WILLIAM, 84 G. Admiral Sir Peter Parker, and Capt. F. Pickmore. The Guard Ship at Portsmouth. Built at Portsmouth in 1719, 100 G. reduced to a second rate in 1757. Length of gun-deck, 175 feet, 4 inches: of keel, 142 feet, 7 inches. Breadth, 50 feet, 3 inches and a half. Depth, 26 feet, 1 inch. Tons, 1918. This venerable Ship would have been broke up long since, but for the particular request of the King. Its timbers are so hard, as almost to resist the impression of any tools. It has long been known among the failors by the term of *The Old Billy*.

Third Rates.

AJAX, 80 G. J. Pakenham. Built at Randall's Yard, Rotherhithe, in 1798. Now at Portsmouth.

CAMBRIDGE, 80 G. Admiral Sir R. King, and Capt. R. Boger. Serving as a Guard Ship at Plymouth. Built at Deptford in 1755. Length of gun-deck, 166 feet: of keel, 137 feet, 6 inches. Breadth, 47 feet. Depth, 20 feet. Tons, 1615.

CAESAR, 80 G. Roddam Home. Built at Plymouth in 1793. Length of gun-deck, 181 feet: of keel, 148 feet, 3 inches and a half. Tons, 1992. This Ship was constructed on a new plan, after a French model, which has been since followed, of building Ships of 80 Guns with only two decks. Cruizing off Ireland.

FOUDROYANT, 80 G. Vice-Admiral Lord Keith, K. B. and Capt. Elphinstone. Built at Plymouth in 1798. This is the last new Ship launched there. A model of the old Foudroyant was carried by the late Sir C. Knowles to Ruffia, as a present from our Government. Length of gun-deck, 184 feet: of keel, 151 feet, 5 inches and five eighths. Breadth, 50 feet, 6 inches. Depth, 22 feet, 6 inches. Tons, 2055. The Mediterranean.

GIBRALTAR, 80 G. W. H. Kelly. T. S. in 1780. by Lord Rodney, off Cape St Vincent's. She was formerly El Phenix, and reckoned the moft perfect model of Ship-Building Spain ever had produced. Length of gun-deck, 178 feet, 10 inches and three quarters: of the keel, 144 feet, 6 inches. Breadth, 53 feet, 3 inches and three quarters. Depth, 22 feet, 4 inches. Tons, 2185. Her depth was fo great, that the docks at Portsmouth could not receive her when fhe wanted repairing; and fhe was in confequence fent round to Plymouth. Now at Lisbon.

LE JUSTE, 80 G Taken by Lord Howe from the French in 1794. This is an old name in the French Navy. In the year 1759, the Juſte was one of the Ships in M. de Conflans's Fleet, defeated by Sir E. Hawke, and was loft in the Mouth of the Loire. Portſmouth.

SANS PAREILLE, 80 G. Rear-Admiral Lord H. Seymour, and Capt. W. Browell. Now at Portſmouth.

IMPETUEUX, 80 G. J. W. Payne. Commanded at preſent by Capt. J. Edwards. She is now in the Channel.

LA POMPEE, 80 G. Now in the Channel.

The two firſt Ships were among thoſe taken by Lord Howe in 1794, and the laſt by Lord Hood, at Toulon, in December 1793. They may be conſidered as the three marine rivals. The ſtern of the Impetueux is extremely beautiful; it is executed by the French in their beſt manner. Before ſhe came out of dock, in 1796, the Prince's creſt was added to it. She was originally L'Amerique, and was named after the Impetueux that was burnt in Portſmouth Harbour. The lower maſts of this beautiful Ship are four feet higher than one of 98 Guns. Her top gallant-maſts are alſo higher than uſual. Her lower and top-ſail yards are very ſquare.

SAN NICOLAS, 80 G. Lieut. W. Styles. Taken by Sir J. Jervis. Employed as a Priſon Ship at Plymouth.

LE TIGRE, 80 G. Sir Sidney Smith. Taken by Admiral Lord Bridport, in his action off L'Orient, in 1795. In the Mediterranean.

ACHILLES, 74 G. H. E. Stanhope. Built at Cleverley's Yard, Gravesend, in 1798. Now at Spithead.

ALCIDE, 74 G. Built in 1779 at Deptford. Length of gun-deck, 168 feet: of keel, 139 feet, one inch and a quarter. Tons, 1625. Repairing at Portſmouth.

ALEXANDER, 74 G. A. J. Ball. Built in 1778 at Deptford. Was captured off Scilly, November 6, 1794 by a French Squadron, and retaken by Lord Bridport on the 23d of June, 1795. She was one of the Ships in Sir H. Nelſon's action. Length of gun-deck, 169 feet: of keel, 138 feet, 5 inches, and one eighth. Tons. 1621.

ALFRED, 74 G. Built at Chatham in 1778. Was in the action of the 29th of April, 1781, commanded by Capt. Bayne; of the 12th of April, 1782; and the 1ſt of June, 1794. Length of gun-deck, 169 feet: of keel, 138 feet, 5 inches and a half. Tons, 1636.

ARROGANT, 74 G. E. O. Osburn. Built in 1761 at Harwich. Length of gun-deck, 168 feet, 3 inches: of keel, 138 feet. Tons, 1644. At preſent in the Eaſt Indies.

AUDACIOUS, 74 G. G. Gould. Built on the River Thames in 1785. Was in the action of the 1ſt of Auguſt, 1798. Length of gun-deck, 168 feet, 2 inches: of keel, 137 feet, 9 inches. Tons, 1624. One of the Ships in Sir H. Nelſon's action.

BEDFORD, 74 G. Built at Woolwich in 1775. All her timbers and planks were ordered to be hardened by Mr. Jackſon's preparation, in the ſame manner as had been done with the Intrepid, which Ship, in conſequence, is allowed to be the drieſt in the Navy; inſomuch, that ſhe requires 30 tons more ballaſt than any Ship of her burthen, on account of her timbers being ſo thoroughly ſeaſoned by the above preparation. Was in the action off Camperdown. Length of gun-deck, 168 feet, 6 inches: of keel, 138 feet, 2 inches. Tons, 1606.

BELLEISLE, 74 G. T. F. Late the Formidable. Taken by Lord Bridport in the action of the 23d of June, 1795. Now repairing at Plymouth.

BELLEROPHON, 74 G. H. D'Eſterre Derby. Built at Frinſbury in 1786. Was in the action of June, 1794; with Admiral Cornwallis, July 17, 1795; and with Lord Nelſon on the 1ſt of Auguſt, 1798. Length of gun-deck 168 feet: of keel, 138 feet. Breadth, 46 feet. 10 inches and a half. Depth, 19 feet, 9 inches. Tons. 1613.

BELLONA, 74 G. G. Wilſon. Built at Chatham in 1760. Length of gun-deck, 168 feet: of keel, 138 feet. Tons, 1615.

BRUNSWICK, 74 G. Rear-Admiral R. R. Bligh, and Capt. W. G. Rutherford. Built in 1790, at Deptford, and named by the Duke of Clarence. Although the Brunſwick is larger than any other Ship of the ſame rate, and is capable of carrying the weight of metal of a Ship of 90 Guns, her draught of water is very eaſy. Length of gun-deck, 176 feet, 2 inches and a half: of keel, 145 feet, 3 inches. Breadth, 48 feet, 9 inches. Depth 18 feet, 6 inches. Tons, 1846. Now at Jamaica.

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CAMPERDOWN, 74 G. T. D. Lieut. F. M. Gle. Late the Jupiter. Taken by Admiral Duncan, October 11, 1797. Serving as a Prison Ship at Chatham.

CANADA, 74 G. Sir J. B. Warren. Built at Woolwich in 1765. This Ship was commanded by its present Captain in the action off the coast of Ireland, November 12, 1798. Length of gun-deck, 170 feet: of keel, 138 feet, 1 inch. Breadth, 46 feet, 9 inches. Depth 20 feet, 6 inches. Tons, 1605. She is reckoned to fail extremely well. At Plymouth, refitting.

CAPTAIN 74 G. J. Aylmer. Built in 1787, on the River Thames. This is a very old name in the Navy. The Captain appears among the 80 new Ships in Pepys's List in 1688. Dimensions of the present Ship are—length of gun-deck, 170 feet: of keel, 140 feet, 5 inches and a half. Breadth, 46 feet, 10 inches. Depth, 20 feet, 6 inches. Tons, 1639.

CARNATIC, 74 G. Built on the River Thames in 1783. Length of gun-deck, 172 feet, 4 inches and a half: of keel, 140 feet, 3 inches and a half. Breadth, 48 feet. Depth, 20 feet, 9 inches and a half. Tons, 1720. We believe this to be among the new names introduced; and could have wished rather for the Torbay, the Royal Oak, or the Hampton Court—Names that have been consecrated in the service. Now at Jamaica.

CENTAUR, 74 G. J. Markham. Built at Woolwich in 1797. Length of gun-deck, 176 feet: of keel, 144 feet, 3 inches. Tons, 1842. At Lisbon.

CHICHESTER, 74 G. Built at Portsmouth in 1753. Now serving as a Receiving Ship at Plymouth. Length of gun-deck, 170 feet: of keel, 131 feet, 6 inches and a half. Breadth, 44 feet 9 inches. Depth, 19 feet, 6 inches. Tons, 1401.

CONQUEROR, 74 G. Building at Graham's Yard, Harwich. The Old Conqueror was built at Plymouth in 1773: her dimensions were—length of gun-deck, 168 feet, 6 inches: of keel, 138 feet, 2 inches. Breadth, 46 feet 9 inches. Depth, 20 feet. Tons, 1606.

COURAGEUX, 74 G. Building in the King's Yard, at Deptford. The Old Courageux was taken from the French in 1761. Her dimensions were—length of gun-deck, 172 feet, 3 inches: of keel, 140 feet, 1 inch and one eighth. Breadth, 48 feet, and three quarters of an inch Depth 20 feet 10 inches and a half. Tons, 1721.

CULLODEN, 74 G. T. Troubridge. Built on the River Thames in 1783. Was in the action of the first of June, 1794, and that of August 1, 1798. Length of gun-deck, 170 feet: of keel, 138 feet, 11 inches. Breadth, 47 feet, 8 inches and three quarters. Depth, 20 feet, 3 inches and one eighth. Tons, 1683. Mediterranean.

CUMBERLAND, 74 G. Built at Deptford in 1774. Was commanded by Capt. Peyton, in Admiral Keppel's action, July 27, 1778. Length of gun-deck, 168 feet, 6 inches: of keel, 138 feet, 3 inches and three eighths. Tons, 1612.

DEFENCE, 74 G. J. Peyton. Built at Plymouth in 1763. Was in the action of June 1, 1794; and that of August 1, 1798. Length of gun-deck, 168 feet: of keel 138 feet. Tons, 1603. In the Mediterranean.

DEFIANCE, 74 G. T. Jones. Built on the River Thames in 1783. Length of gun-deck, 169 feet: of keel, 138 feet, Tons, 1645. At Portsmouth.

DRAGON, 74 G. G. Campbell. Built at Wells's Yard, Rotherhithe. Now on the Mediterranean Station.

EDGAR, 74 G. J. M. Dougall. Built at Woolwich in 1779. Length of gun-deck, 168 feet: of keel 138 feet. Tons, 1610. Now at Lisbon.

EGMONT, 74 G. Built at Deptford in 1768. Commanded by Capt. Allen, in the action of July 27, 1778. One of Admiral Hotham's Fleet, 14th of March, 1795. With Sir J. Jervis on the 14th of February, 1797. Length of gun-deck, 168 feet, 6 inches: of keel, 140 feet, and three eighths of an inch. Tons, 1643. At Chatham.

ELEPHANT, 74 G. Built at Burfledon in 1786. Length of gun-deck, 168 feet: of keel, 138 feet, 9 inches and seven eighths, Tons, 1617. At Portsmouth to repair.

EXCELLENT, 74 G. C. Collingswood. Built at Harwich in 1787. Length of gun-deck, 168 feet: of keel, 138 feet. Tons, 1614. At Portsmouth.

FAME, 74 G. Lieut. J. Wetherbone. Built on the River Thames in 1759. Commanded by Capt. Barbor in Rodney's action in 1782. Paid off at Spithead February 9, 1797, being the oldest 74 in the service, and wanting very considerable repairs, Now a Prison Ship at Portsmouth. Length of gun-deck, 165 feet, 6 inches: of keel, 135 feet, 8 inches. Tons, 1565.

FORTITUDE, 74 G. Lieut. J. Gourley. Built on the River Thames in 1780. Length of gun-deck, 168 feet, 6 inches: of keel, 138 feet, 6 inches and three eighths. Tons 1645. Serving as a prison Ship at Portsmouth.

GANGES, 74 G. F. M'Dougall. Built on the River Thames in 1782. Length of gun-deck, 169 feet, 6 inches: of keel, 138 feet, 7 inches and three fourths. Breadth, 47 feet, 8 inches and a half. Depth, 20 feet, 3 inches. Tons, 1679. On the North Sea Station.

GOLIATH, 74 G. T. Foley. Built at Deptford in 1781. In the action of February 14, commanded by Sir C. Knowles; and also in the action of August 1, 1798, commanded by its present Captain. Length of gun-deck 168 feet: of keel, 138 feet. Breadth, 46 feet, 9 inches. Depth, 19 feet, 9 inches. Tons 1604. In the Mediterranean.

GRAFTON, 74 G. Built at Deptford in 1771. Since made a Receiving Ship at Portsmouth. Tons, 1650.

HANNIBAL, 74 G. E. T. Smith. Built on the River Thames in 1786. Length of gun-deck, 170 feet, 10 inches: of keel, 140 feet. Tons, 1685. At Jamaica.

HECTOR, 74 G. P. Aplin. Built on the River Thames in 1774. In the action of July 27, 1778, commanded by Sir C. Hamilton. Length of gun-deck, 168 feet, 7 inches: of keel, 138 feet, 1 inch. Tons, 1622. At Lisbon.

L'HERCULE, 74 G. T. F by the Mars, Capt. A. Hood, off Brest, April 21, 1798. At Plymouth.

HERO, 74 G. Lieut. J. Thompson. Built at Plymouth in 1759. Now serving in the River Medway as a Receiving Ship. Tons, 1574.

INVINCIBLE, 74 G. W. Caley. Built on the River Thames in 1765. In Lord Hood's action, April 29, 1781, commanded by the late Sir R. Bickerton. In the action of June 1, 1794; and that of February 14, 1797. Length of gun-deck, 168 feet, 6 inches: of keel, 13, feet, 3 inches and three quarters. Tons, 1631. West Indies.

IRRESISTIBLE, 74 G. Built at Harwich in 1782. Length of gun-deck, 168 feet: of keel, 138 feet, 10 inches. Tons, 1643. Was in the 1st of June, 1794. At Chatham.

KENT, 74 G. Admiral Lord Viscount Duncan and Capt J. W. Hope Built at Perry's Yard Blackwall, in 1798. Lord Sidney was Captain of the Old Kent in 1753, when she served as Guard Ship at Portsmouth. In 1688 we find the Kent in the Channel, commanded by Sir F. Wheeler. North Seas.

LEVIATHAN, 74 G. J. T. Duckworth. Built in 1750 at Chatham, and, as is reported, on a plan of Lord Mulgrave's. In the action of June 1, 1794. Length of gun-deck, 172 feet, 3 inches: of keel, 140 feet, 4 inches. Breadth, 47 feet, 16 inches. Depth, 20 feet, 9 inches. Tons, 1707. Now at Lisbon.

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PRESENT STATE OF THE ROYAL NAVY.

MAGNIFICENT, 74 G. E. Bowater. Built at Deptford in 1766. In the action of April 12, 1782. Length of gun-deck, 168 feet, 6 inches: of keel, 138 feet, 2 inches and three quarters. Tons, 1612. Now in the Channel.

MAJESTIC, 74 G. R. Cuthbert. Built on the River Thames in 1785. Was in the action of April 12, 1782, and June 1, 1794. Commanded by Capt. Westcott in the action of August 1, 1798. Length of gun-deck, 170 feet 6 inches: of keel, 143 feet. Breadth, 46 feet, 9 inches and a half. Depth, 20 feet, 6 inches. Tons, 1642. In the Mediterranean.

MARLBOROUGH, 74 G. T. Sotheby. In the action of April 12, 1782; also in that of June 1, commanded by Capt. Berkeley. Built in 1767 at Deptford. Length of gun-deck, 168 feet, 8 inches and a half: of keel, 140 feet, 3 inches and one eight. Tons, 1642. She is now at Lisbon.

MARS, 74 G. J. Manley. Built at Deptford in 1794. The Ship in which Capt. Hood fought the Hercule so gallantly, and captured it; but with the loss of his life. Length of gun-deck, 176 feet: of keel, 144 feet, 3 inches. Breadth, 49 feet. Depth, 20 feet. Tons, 1842. In the Channel.

MINOTAUR, 74 G. T. Louis. Built at Woolwich in 1793. Was in the action of August 1, 1798. Length of gun-deck, 172 feet, 3 inches: of keel, 140 feet, 5 inches and a quarter. Tons 1703. In the Mediterranean.

MONARCH, 74 G. Vice-Admiral Sir R. Onslow and Capt. Bo Sutton. Built at Deptford in 1765. This ship led the Van in Admiral Keppel's action, July 27, 1778, commanded by Capt. Rowley. She was also Admiral Elphinstone's Flag ship at Saldanha Bay; and Vice-Admiral Onslow's, in the action of the 12th of October, 1797. Length of gun-deck, 168 feet, 3 inches: of keel, 138 feet, 2 inches and three quarters. Breadth, 46 feet 10 inches. Depth, 19 feet, 9 inches. Tons, 1612. On the North Sea Station.

MONTAGUE, 74 G. J. Knight. Built at Chatham in 1779. Was commanded by Capt. Bowen, in Lord Rodney's action, April 12, 1782. Was in Lord Howe's, June 1; and in Lord Duncan's, October 11, 1797. Length of gun-deck, 169 feet of keel, 138 feet, 4 inches. Breadth, 47 feet, 1 inch. Depth, 19 feet, 11 inches and a half. Tons, 1631. The Montague, in 1688, was commanded by Rear-Admiral Berkeley, and Lieutenants Conway and Every. At Lisbon.

MILFORD, 74 G. Building at Jacob's Yard at Milford.

NORTHUMBERLAND, 74 G. G. Martin. Built in Barnard's Yard, Deptford, in 1798. Now at Lisbon.

ORION, 74 G. Sir J. Saumarez. Built on the River Thames in 1787. Was in the action of June 1, 1794; and of the 18 of August, 1778. Length of gun-deck, 170 feet, 3 inches: of keel, 140 feet, 9 inches and a half. Breadth, 46 feet, 10 inches and a half. Depth, 20 feet, 6 inches and a half. Tons, 1645. Portsmouth.

PRINCESS AMELIA, 74 G. Building in the King's Dock-Yard at Chatham. The Princess Amelia, of 80 Guns, in 1741, was in Admiral Vernon's Fleet, commanded by Capt. Hemington, and led with the starboard tack on board, when she sailed from Jamaica.

LE PEGASE, 74 G. Lieut. G. Morey. T.F. in 1782, by the Old Foudroyant, off Brest, then commanded by Sir J. Jervis. Length of gun-deck, 178 feet, 1 inch and three quarters: of keel, 145 feet. Tons, 1778. Portsmouth.

PUISANT, 74 G. A. Allen. T.F. by Lord Hood, at Toulon, December, 1793. Serving as a Receiving Hulk, at Portsmouth.

PLANTAGENET, 74 G. Building in the King's Dock-Yard at Woolwich.

POWERFUL, 74 G. W. O'Brien. Built on the River Thames in 1783. Was in Admiral Duncan's action, October 11, 1797. Length of gun-deck, 168 feet, 6 inches: of keel, 138 feet, 1 inch. Tons, 1627. Now at Lisbon.

RAMILLIES, 74 G. H. Inman. Commanded by Capt. J. Harvey, June 1, 1794. Built on the River Thames in 1785. Length of gun-deck, 170 feet, 4 inches: of keel, 139 feet, 9 inches. Tons, 1677. Cruising.

RESOLUTION, 74 G. W. Lechmere. Built at Deptford in 1770. This ship was commanded by the late Lord Robert Manners, in the action of the 29th of April, 1781; was also in Lord Rodney's action, 12th of April, 1782. Length of gun-deck, 168 feet, 6 inches: of the keel, 137 feet, 7 inches and three quarters. Breadth, 46 feet, 11 inches. Depth, 19 feet, 9 inches. Tons, 1612. Is now at Portsmouth.

ROBUST, 74 G. E. Thornborough. Built at Harwich in 1764. Was commanded by Capt. Hood, in the action of July 27, 1778. Length of gun-deck, 168 feet, 8 inches and a half: of keel, 138 feet, 3 inches. Breadth, 47 feet. Depth, 19 feet, 9 inches and a quarter. Tons, 1624. Ireland.

ROYAL OAK, 74 G. T. Rowe. Built at Plymouth in 1769. Commanded by Capt. Burnett, in Lord Rodney's action, 1782. Now serves as a Prison Ship at Portsmouth. Length of gun-deck, 168 feet, 6 inches: of keel, 138 feet, 2 inches. Breadth, 46 feet, 9 inches. Depth, 20 feet. Tons, 1606.

RENOWN, 74 G. A. Bertie. Built in 1798 at Dudman's Yard, Deptford. Fitting at Woolwich.

REVENGE, 74 G. Building in the King's Yard at Chatham.

RUSSELL, 74. Sir H. Trollope. Built in 1764 on the River Thames. Was commanded by Capt. Sutherland, in the action of April 9, 1781, between Sir S. Hood and Count de Grasse. Afterwards by Sir J. Saumarez. Capt. Payne commanded her on the 18 of June, 1794: Admiral Pringle and Macbride succeeded him. She was one of the Ships in Lord Bridport's action, June 23, 1795. On the 18 of October, in the same year, she was nearly lost in a dreadful storm of lightning: her First Lieutenant was struck dead whilst conversing with the Officers in the Ward-Room. Capt. Grindall succeeded Capt. Larcom, who was Admiral Macbride's Captain, and after him, Sir H. Trollope has continued the command of her. The Russell brought the news to Admiral Duncan of the Dutch Fleet being out, and was particularly distinguished in the action. Length of gun-deck, 168 feet, 6 inches: of keel, 131 feet, 11 inches and seven eights. Breadth, 47 feet, 5 inches and three quarters. Depth, 19 feet, 9 inches. Tons, 1642. Cruising.

SAN DAMASO, 74 G. Lieut. J. Love. T.S. by Admiral Harvey, at Shaggaramus Bay, in the West Indies, Feb. 17, 1797. Now serving as a Prison Ship at Portsmouth.

SAN YSIDRO, 74 G. Lieut. R. Williams. T.S. by Sir John Jervis, off Cape St. Vincent, February 14, 1797. Now serving as a Prison Ship at Plymouth.

SATURN, 74 G. Thomas Totty. Built at Northam in 1786. Length of gun-deck, 168 feet, 2 inches: of keel, 138 feet, 1 inch and a quarter. Tons, 1616. Spithead.

SUFFOLK, 74 G. Rear-Admiral P. Rainier, and Capt. R. Lambert. Built on the River Thames in 1765. Length of gun-deck, 168 feet, 1 inch and a half: of keel, 138 feet, 9 inches. Tons 1616. At present in the East Indies.

SULTAN, 74 G. Lieut. C. Woodger. Built at Harwich in 1775. Length of gun-deck, 168 feet, 6 inches: of keel, 137 feet, 11 inches. Tons, 1614. Serving as a Prison Ship at Portsmouth.

SWIFTSURE, 74 G. B. Halfwell. Built on the River Thames in 1787. The Swiftsure, 74 G. was in Admiral Bofcawen's action with M. de la Clue, August 17, 1759; was in the action of August 1, 1798. Length of gun-deck, 168 feet, 9 inches and a half: of keel, 137 feet, 11 inches. Breadth, 47 feet. Depth, 19 feet, 9 inches. Tons, 1621. Mediterranean.

SPENCER, 74 G, Building in Adams's Yard at Buckler'shard.

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SUPERB, 74 G. J. Sutton. Built in 1798, at Pitcher's Yard, Northfleet. Above two hundred perſons ſtood under her bottom, at the time the Dog Shores were knocked away. It was allowed to be one of the moſt regular and well-conducted launches ever remembered. Tons, 1919, which is nearly the burthen a 90 Gun Ship uſed to be. The King's Arms form the only ornament at her head, there being no carved figure. The Superb was commanded in 1741 by Capt. Hervey, and by Capt. Faulkner in 1758, when ſhe was nearly loſt on a rock in coming into Cork Harbour, owing to the ignorance of a Pilot. She was afterwards driven on ſhore, and loſt off Tellicherry, in the Eaſt Indies, November 9, 1783. She had at that time Vice-Admiral Sir E. Hughes's Flag on board, and was commanded by Capt. H. Newcome. At Portſmouth.

Two armed Row-Boats have been built at Mr. Pitcher's Yard, on a new conſtruction, meaſuring 7 feet wide, 18 feet deep, and 60 feet in keel. They carry one cannon on the prow, two ſhort carronades in the ſtern, and carry 65 men. Their great utility is to go in every direction againſt wind and tide.

TERRIBLE, 74 G. Sir R. Bickerton. Built on the River Thames in 1785. Length of gun-deck, 170 feet, 7 inches: of keel, 139 feet, 11 inches. Tons, 1679. The Old Terrible, Hon. C. Fiſch, was burnt off the Cheſapeak, in 1781, being ſo much damaged in the action between Rear-Admiral Graves and Monſieur du Barras, off Cape Henry, on the 6th of September, that it was found neceſſary to deſtroy her. The Terrible was taken from the French by Admiral Hawke, October 14, 1747. Ireland.

TERRIBLE, 74 G. R. W. Miller. Built on the River Thames in 1786. Was in the action of Auguſt 1, 1798. Length of gun-deck, 170 feet, 8 inches: of keel, 140 feet. Breadth, 47 feet, 6 inches. Depth, 20 feet. Tons, 1610. Lisbon.

THUNDERER, 74 G. J. Cocket. Built on the River Thames in 1783. Was in the action of June 1, 1794. Length of gun-deck, 170 feet, 8 inches: of keel, 139 feet, 5 inches. Tons, 1679. The Old Thunderer was loſt on the Jamaica ſtation, in a hurricane, in 1780. She was commanded by Commodore Waldingham, and Capt. R. B. Nicholas. The crew periſhed. Jamaica.

TREMENDOUS, 74 G. Rear-Admiral Sir H. C. Chriſtian, and Capt. J. C. Searle. Built on the River Thames in 1784. Was the Flag Ship of Admiral Pringle, ſecond in command at the Cape, Auguſt 17, 1796. Length of gun-deck, 170 feet, 4 inches: of keel, 139 feet, 3 inches and a quarter. Tons, 1685, Cape of Good Hope.

TRIUMPH, 74 G. W. H. Effington. Built at Woolwich in 1764. Was in the action of the 11th of October, 1797. Length of gun-deck, 171 feet, 3 inches: of keel, 138 feet, 8 inches. Tons, 1825. Portſmouth.

VALIANT, 74 G. J. Crawley. Built at Chatham in 1759. Was commanded by the Hon. Leviſon Gower, in Admiral Keppel's action, July 27, 1778; by Capt. Goudall, in Rodney's action, in 1782; and during the preſent war has been in the actions of the 1ſt of June, 1794, and the 23d of June, 1796. Length of gun-deck, 171 feet, 2 inches and three quarters: of keel, 139 feet. Breadth, 49 feet, 4 inches. Depth, 21 feet, 2 inches and three quarters. Tons, 1799. At Jamaica.

VANGUARD, 74 G. Rear-Admiral, Right Hon. Lord Nelſon. Capt.——. Bore Lord Nelſon's Flag in the action off the Nile, Auguſt 1, 1798. Built at Deptford in 1787. Length of gun-deck 168 feet: of keel, 137 feet, 8 inches and a half. Breadth, 46 feet, 10 inches and a half. Depth, 19 feet, 9 inches. Tons, 1609. The Vanguard is an old name in the Britiſh Navy, and appears in Perry's Liſt, in 1688. She was in Admiral Ruſſel's action, off Cape La Hogue, May, 1692, in the Blue Squadron; and was then a ſecond rate, 90 guns, and 660 men. Mediterranean.

VENERABLE, 74 G. Built on the River Thames in 1784. Was Admiral Duncan's Flag Ship in his action off Camperdown, October 11, 1797. Length of gun-deck, 170 feet, 6 inches: of keel, 139 feet, 10 inches. Breadth, 47 feet, 4 inches and three eights. Depth, 19 feet, 11 inches. Tons, 1669. At Chatham, fitting.

VENGEANCE, 74 G. T. M. Ruſſell. Built on the River Thames in 1774. Was commanded by Capt. Clements, in the action of July 27, 1778. Length of gun-deck, 168 feet, 10 inches: of keel, 138 feet, 5 inches. Tons, 1627. In the Weſt Indies.

VICTORIOUS, 74 G. William Clarke. Built on the River Thames in 1785. Length of gun-deck, 170 feet, 6 inches: of keel, 139 feet, 10 inches. Tons, 1684. Eaſt Indies.

WEYMEID, 74 G. Lieut. J. Maſton. T.D. by Admiral Duncan, October 12, 1797. Now ſerving as a Priſon Ship at Chatham.

WARRIOR, 74 G. H. Savage. Built at Portſmouth in 1781. Length of gun-deck, 169 feet: of keel, 138 feet, 2 inches and three quarters. Tons, 1642. Was in Rodney's action, 1782, commanded by Sir James Wallace. At Lisbon.

WARSPIGHT, 74 G. Built on the River Thames in 1758. This is one of the old names in the Navy; ſhe appears to have belonged to it in 1688, and was with the Vanguard in Admiral Ruſſel's Squadron, off La Hogue, in 1692. Her complement of men at that time was 420, with 70 Guns. The Warſpight was in Admiral Boſcawen's action, Auguſt 17, 1759, with M. de la Clue, and in 1759, was one of Admiral Hawke's Fleet, in his action on the 20th of November, with M. de Conflans. Length of gun-deck of the preſent Warſpight, 165 feet, 9 inches and a half of keel, 134 feet, 11 inches and a quarter. Breadth, 46 feet, 11 inches. Depth, 19 feet, 9 inches and a half. Tons, 1580. Receiving Ship at Portſmouth.

ZEALOUS, 74 G. S. Hood. Built on the River Thames in 1785. Length of gun-deck, 168 feet, 4 inches: of keel, 138 feet. Tons, 1627. Mediterranean.

ADMIRAL DEVRIES. 68 G. T. D. by Admiral Duncan, in 1797. Graveſend, in the Tranſport Service.

DELYKHEID, 68 G. T.D. in 1797, by Admiral Duncan. Priſon Ship at Chatham.

HAARLEM, 68 G. G. Burton. T.D. by Admiral Duncan, in 1797. At Sheerneſs.

AFRICA, 64 G. Built on the River Thames in 1781. Length of gun-deck, 160 feet, 10 inches: of keel, 132 feet, 9 inches. Tons, 1415. Now an Hoſpital Ship at Sheerneſs.

AGAMEMNON, 64 G. R. D. Fanſhawe. Built at Buckler'shard in 1781. Was in Admiral Hotham's engagement, March 14, 1795. She alſo rendered much ſervice when Admiral Nelſon was her Captain, in Auguſt, 1795. Length of gun-deck, 160 feet, 2 inches: of keel, 131 feet, 10 inches and a quarter. Tons, 1384. At preſent in the North Seas.

AGINCOURT, 64 G. Vice-Admiral Hon. W. Waldegrave, and Captain J. Bligh. Built at Perry's Dock, Blackwall, in 1796. At Portſmouth.

AMERICA, 64 G. J. Smith. Built at Deptford in 1777. Was in the action of the 12th of April, 1782, commanded by Capt. S. Thompſon. Was with Admiral Elphinſtone at the taking of the Dutch Fleet, in Saldanha Bay, Auguſt 17, 1796. Length of gun-deck, 159 feet, 6 inches: of keel, 131 feet. Tons, 1370. At Sheerneſs.

ARDENT, 64 G. T. Bertie. Built at Rotherhithe in 1782. Capt. Keppel commanded the Ardent in 1778, being part of Lord Howe's Fleet, in America. Was in the action of the 12th of October, commanded by Capt. Burgeſs, who was killed. Length of gun-deck, 160 feet, 8 inches: of keel, 131 feet, 11 inches and three quarters. Breadth, 44 feet, 7 inches and a half. Depth, 19 feet, 4 inches and a half. Tons, 1397. North Seas.

ARGONAUT, 64 G. Lieut. P. Hoo. T.D. Was captured in the Mona paſſage, Weſt Indies, by Rear-Admiral Lord Hood's Squadron, on the 19th of April, 1782. Was named the Jaſon, when in the French ſervice. Now ſerving as an Hoſpital Ship in the River Medway.

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ASIA, 64 G. The Asia, 64 Guns, was one of the Spanish ships at the Havannah, when attacked in 1762 by the Earl of Albemarle, and Commodore Keppel. Vice-Admiral G. Vandeput, and Capt. R. Murray. Built at Portsmouth in 1764. Length of gun-deck, 158 feet: of keel, 129 feet, 6 inches and a half. Breadth, 44 feet, 6 inches. Depth, 18 feet, 10 inches. On the Halifax Station.

BELLIQUEUX, 64 G. J. Inglis. Built on the River Thames in 1780. Was in the following actions:—29th of April, 1781; 12th of April, 1782; and 11th of October, 1797. Length of gun-deck, 160 feet: of keel, 131 feet, 6 inches and seven eighths. Tons, 1379. North Sea.

BIENFAISANT, 64 G. Lieut. E. Collingwood. T.F. In 1758, and towed triumphantly out of the Harbour of Louisbourg, by a detachment of Seamen under the command of Captains Laforey and Balfour, who were also in possession of the Prudent, but finding her aground, they were obliged to set her on fire. Commanded by Capt. J. Macbride, when he captured the Count D'Arrois, of 64 Guns, off Cape Clear, in 1780. Length of gun-deck, 158 feet, 9 inches: of keel, 129 feet, 1 inch and a half. Breadth, 44 feet, 6 inches. Depth, 19 feet, 4 inches and a quarter. Tons, 1360. Now a Prison Ship at Plymouth.

CAPTIVITY, 64 G. Lieut. S. Blow. Late the Monmouth. Built at Plymouth in 1772. Length of gun-deck, 159 feet, 6 inches: of keel, 131 feet. Tons, 1370. Prison Ship at Portsmouth.

LE CATON, 64 G. Lieut. R. Brown. T.F. in 1782, by Rear-Admiral Lord Hood, April 19. Length of gun-deck, 166 feet: of keel, 136 feet, 4 inches and three quarters. Breadth, 44 feet, and half an inch. Depth, 19 feet, 6 inches. Tons, 1407. Serving as an Hospital Ship at Plymouth.

CROWN, 64 G. Lieut. Baker. Built on the River Thames in 1782. The Crown was among the Fourth Rates, in 1618, 50 Guns, 330 Men. Was commanded by Capt. C. Robinson, on the 18th of December, 1688, in the Channel Service. Dimensions of the present Ship are:—length of gun-deck, 160 feet, 5 inches: of keel, 131 feet, 5 inches. Tons, 1405. A Prison Ship at Portsmouth.

DIADEM, 64 G. G. H. Towry. Built at Chatham in 1782. Was in Admiral Rotham's action, March 14, 1795, and Sir J. Jervis's, February 14, 1797. Length of gun-deck, 159 feet, 10 inches: of keel, 132 feet, 1 inch. Tons, 1376. Portsmouth.

DICTATOR, 64 G. J. Hardy. Built on the River Thames in 1783. Length of gun-deck, 159 feet, 4 inches: of keel, 130 feet, 8 inches. Tons, 1388. At Spithead.

DIRECTOR, 64 G. William Bligh. Built at Gravesend in 1784. Was in the action of October 11, 1797. Length of gun-deck, 159 feet, 1 inch: of keel, 130 feet, 4 inches and three quarters. Tons, 1388. North Sea.

DORDRECHT, 64 G. D. Atkins. T.D. by Admiral Elphinstone, in Saldanha Bay, August 17, 1796. At the Nore.

EAGLE, 64 G. Lieut. J. James. Built in 1774 on the River Thames. Lord Rodney was Captain of the Old Eagle, on the Irish Station, in 1746, and in Rear-Admiral Hawke's action with the French, October 14, 1747. Capt. Pallisser commanded the Eagle, of 60 Guns, in 1755. Vice-Admiral Lord Howe had his Flag on board the present Eagle in 1778, in America; Captains Duncan and Curtis. Dimensions of the present—length of gun-deck, 159 feet, 8 inches and a half: of keel, 131 feet, 3 inches. Breadth, 44 feet, 4 inches. Depth, 19 feet. Tons, 1372. Prison Ship at Gillingham.

ESSEX, 64 G. Built in 1760, on the River Thames. The Essex, in 1741, was commanded by Capt. Robinson, 70 Guns. It was in this Ship that Sir Hugh Palliser first served as a Lieutenant, in 1742, when commanded by Capt. E. Norris. The Essex was one of Admiral Hawke's Fleet, in his action, November 20, 1759, with M. de Conflans; and was lost on the Lesser Sand-Bank. The Essex, in 1762, 64 Guns, was one of Sir E. Hawke's Squadron, sent to assist the Portuguese. Dimensions of the present—length of gun-deck, 158 feet, 1 inch and a quarter: of keel, 129 feet, 6 inches and seven eighths. Tons, 1379. Receiving Ship at Portsmouth.

EUROPE, 64 G. Lieut. J. Gardiner. Built in 1761, at Leap. Length of gun-deck, 159 feet: of keel, 130 feet, 9 inches. Tons, 1369. Prison Ship at Plymouth.

HERCULES, 64 G. T.D. by Admiral Duncan, off Camperdown, in 1797. At Chatham.

INFLEXIBLE, 64 G. S. Ferris. Built at Harwich in 1780. Length of gun-deck, 159 feet, 8 inches. Breadth, 44 feet, 7 inches. Tons, 1386. The Downs.

INTREPID, 64 G. W. Hargood. Built at Woolwich in 1770. Length of gun-deck, 159 feet, 6 inches. Breadth, 44 feet, 5 inches. Tons, 1374. East Indies dest.

LION, 64 G. Manley Dixon. Gallant action with the Spanish Frigates, in July, 1798. Built at Portsmouth in 1777. Length of gun-deck, 159 feet: of keel, 130 feet, 4 inches. Breadth, 48 feet, 8 inches. Depth, 19 feet. Tons, 1378. Mediterranean.

LANCASTER, 64 G. J. Wells. Built in Randall's Yard, Rotherhithe, in 1797. Was in Admiral Duncan's action, 11th October. The Lancaster, 66 Guns, was, in 1756, in Admiral Byng's Fleet. At Plymouth.

MODESTE, 64 G. Taken in 1759 from the French. Length of gun-deck, 158 feet, 6 inches: of keel, 130 feet. Breadth, 44 feet, 5 inches and a half. Depth, 19 feet, 8 inches. Tons, 1357. Receiving Ship at Portsmouth.

MONMOUTH, 64 G. R. Deane. Built at Deptford in 1796. Was in the action of October 11, 1797. The Monmouth, in 1758, was commanded by the gallant Capt. Gardiner, who, in the month of April, in that year, left his life in the engagement with the Foudroyant, greatly his superior both in Guns and Men. He brought his ship within pistol-shot of his antagonist. Capt. Gardiner was killed about nine o'clock, A.M. The Foudroyant struck a little after one, P.M. Before his death, the First Lieutenant, at Capt. Gardiner's request, nailed the Flag to the Ensign Staff. North Sea.

NASSAU, 64 G. G. Tripp. Built at Bristol in 1785. The Nassau, of 70 Guns, in 1741, was commanded by Capt. Medley. In 1762, the Nassau, 64 G. was in the Squadron sent to Lisbon under Sir E. Hawke, June 25th. Dimensions of the present—length of gun-deck, 160 feet, 1 inch: of keel, 131 feet, 8 inches. Breadth, 44 feet, 5 inches. Depth, 19 feet, 1 inch. Tons, 1384. At the Nore.

NONSUCH, 64 G. J. Wolley. Built at Plymouth in 1774. This Ship was commanded by Sir James Wallace, when he captured the Belle Poule, in the Bay, 1779. Capt. Truscott commanded her in Admiral Rodney's action, 1782. Length of gun-deck, 159 feet, 5 inches. Breadth, 44 feet, 4 inches and seven eighths. Tons, 1373. Guard Ship in the Humber.

OVERYSSEL, 64 G. J. Bazely. T.D. Captured by the Polyphemus, at Cork, October 22, 1795. A Guard Ship at Sheerness.

POLYPHEMUS, 64 G. G. Lumsdaine. Built at Sheerness in 1782. Length of gun-deck, 160 feet. Breadth, 44 feet 7 inches. Tons, 1409. Ireland.

PRINCE FREDERICK, 64 G. T.D. Late the Revolution, taken by Admiral Elphinstone, in Saldanha Bay, August 17, 1796. The Prince Frederick, in 1758, was in Admiral Boscawen's Fleet that sailed from St. Helen's on February 19, to assist in the reduction of Louisbourg. She was then commanded by Capt. Man. At Chatham.

PROTHEE, 64 G. Lieut. Mackenzie. T.F. in 1780, by Rear-Admiral Digby's Squadron, off Brest. Was commanded by Capt. Buckner, in the action of April 12, 1782. Length of gun-deck, 164 feet, 1 inch: of keel, 140 feet, and seven eighths of an inch. Breadth, 44 feet, 7 inches. Depth, 19 feet. Tons, 1481. Prison Ship at Portsmouth.

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PRESENT STATE OF THE ROYAL NAVY.

PRUDENT, 64 G. C. H. Lane. Built at Woolwich in 1768. Length of gun-deck, 159 feet. Breadth, 44 feet, 6 inches. Tons, 1367. Prison Ship at Plymouth.

RAISONABLE, 64 G. C. Boyles. Built at Chatham in 1768. Length of gun-deck, 160 feet, 1 inch. Breadth, 44 feet, 6 inches. Tons, 1,86. Cape of Good Hope.

REPULSE, 64 G. J. Alms. Built at East Cowes in 1780. Length of gun-deck, 159 feet, 6 inches: of keel, 130 feet, 11 inches. Tons, 1387. Portsmouth.

RUBY, 64 G. Built at Woolwich in 1776. The Ruby, in 1702, commanded by Capt. George Walton, was one of Admiral Benbow's Squadron, in the West Indies. Was in company with the Exus and Jamaica, when they captured Le Prudente frigate, in 1779. One of Admiral Elphinstone's Fleet, at the capture of the Dutch Ships, in Saldanha Bay, 1796. Length of gun-deck, 159 feet, 6 inches: of keel, 131 feet. Tons, 1370. At Chatham.

ST. ALBANS, 64 G. P. Pender. Built on the River Thames in 1764. In 1759, the St. Albans was in Admiral Boscawen's action with M. de la Clue, August 17. Commanded by Capt. Inglis, in Admiral Sir S. Hood's Fleet, off Basseterre Road, St. Christopher's, January, 1782. In December, 1688, the St. Alban's was a fourth rate, 50 Guns, commanded by C. Constable; and was in Admiral Ruffell's Fleet, off La Hogue, in 1692. In 1741, it was commanded by Capt. Vincent. Dimenfions of the prefent—length of gun-deck, 159 feet, 3 inches and three quarters: of keel, 130 feet, 9 inches and a half. Tons, 1380. On the Halifax ſtation.

SAMPSON, 64 G. Lieut. W. Bevians. Built at Woolwich in 1781. Length of gun-deck, 159 feet, 5 inches and a half: of keel, 131 feet, 2 inches and a quarter. Tons, 1381. Prison Ship at Plymouth.

SCEPTRE, 64 G. V. Edwards. Built on the River Thames in 1781. One of Admiral Elphinstone's Squadron, at Saldanha Bay, in 1796. Length of gun-deck, 159 feet, 9 inches. Breadth, 44 feet, 9 inches. Tons, 1398. Cape of Good Hope.

STANDARD, 64 G. Built at Deptford in 1782. Length of gun-deck, 159 feet, 6 inches: of keel, 131 feet. Depth, 19 feet. Tons, 1370. At Chatham.

STATELY, 64 G. J. W. Spanger. Built at Northam in 1784. One of Admiral Elphinstone's Fleet in 1796. Length of gun-deck, 160 feet, and half an inch: of keel, 131 feet, 7 inches. Tons, 1388, and forty-three ninety-fourths. Cape of Good Hope.

TRIDENT, 64 G. Built at Plymouth in 1768. The Trident, 64 Guns, was in Admiral Byng's Fleet in 1756, and was alſo in the Fleet commanded by Admirals Saunders and Holmes, that ſailed in 1759 for America. The Trident was taken from the French by Admiral Hawke, in 1747. In the Van Division of Admiral Byron's Fleet, in the action off Grenada, July 6, 1779, commanded by Capt. Molloy. One of Admiral Elphinstone's Squadron in 1796. Length of gun-deck, 159 feet: of keel, 130 feet, 9 inches. Breadth, 44 feet, 4 inches. Depth, 16 feet, 4 inches. Tons, 1366. East Indies.

VETERAN, 64 G. J. R. Moſſe. Built at East Cowes in 1787. In Admiral Duncan's action, 1797. Length of gun-deck, 160 feet, 4 inches and a quarter: of keel 131 feet, 3 inches and ſeven eighths. Tons, 1396, and twenty-eight ninety-fourths. North Sea.

VIGILANT, 64 G. Lieut. Hewitt. Commanded by Capt. Kingſmill, in the action of the 27th of July, 1778. In Admiral Byron's action, off Grenada, July 6, 1779, commanded by Sir Digby Dent. Built at Buckler'sHard in 1774. Length of gun-deck, 159 feet, 6 inches and a half: of keel, 130 feet, 3 inches and three eighths. Tons, 1347. Priſon Ship at Portſmouth.

WARSPITE, 64 G. Admiral Joſeph Peyton, and Capt. C. Craven. T.D. by Admiral Duncan, in 1797. The Downs.

YARMOUTH, 64 G. Built in 1745 at Deptford. Commanded by Capt. Bret, in Lord Anſon's action with Monſieur de la Jonquiere, May 3, 1747. The Yarmouth was in Admiral Pocock's action with M. D'Ache, in 1758, off Pondicherry. She was alſo in the Rear-Diviſion of Admiral Byron's Fleet, off Grenada, in 1779, commanded by Capt. Bateman. Length of gun-deck, 160 feet: of keel, 130 feet, 6 inches and a quarter. Breadth, 44 feet, 3 inches. Depth, 19 feet. Tons, 1359. Receiving Ship at Plymouth.

YORK, 64 G. J. Ferrier. Built at Barnard's Yard, Deptford, in 1796. The York is mentioned in Pepy's Liſt for 1688, commanded by C. Delavall, 340 men. In 1741, the York, a fourth rate, 60 Guns, was commanded by Capt. Cotes. At preſent on the Jamaica Station.

ZEALAND, 64 G. Vice-Admiral S. Lutwidge, and Capt. T. Parr. T.D. in Hamoaze, March, 1796, by Admiral Onſlow, and the Ships of War at Plymouth. At the Nore.

(To be concluded in our next.)

It is our intention to give this LIST on the commencement of every Year, whilſt our Labours are approved, in order to form AN ANNUAL CHRONICLE of the BRITISH NAVAL FORCE, with a ſhort Hiſtory of each Ship. We are, however, fearful, leſt our Readers ſhould think ſome have been neglected; but we requeſt Indulgence on ſo extenſive a Subject, and hope to receive conſiderable Additions from them. Whatever is ſent us, either for this, or any other Article in our Work, will be reſpectfully attended to.

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THE

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM JANUARY 1, TO JANUARY 29.

THE Carl Frederick, ——, from Liverpool to Dantzic, is loft in Shetland.

The Ann, late Gibfon, from Demarara to Liverpool, is taken by a French Privateer.

The Eclipfe, Neal, from Jerfey to Lisbon, is taken and carried into France.

The Mercury, Mitchell, from Bahamas to London, is fuppofed to be loft, and all the crew. The fhip's Regifter has floated afhore near Rofs, in Ireland.

The Superb, Orpin, from London to Dublin, is ftranded, near Dublin. Part of the cargo faved.

The Admiral Stromfelde, Erickfon, from Leghorn to London, is burnt at fea.

The Fortuna, Norlin, from the Iles of France to Hambro', is captured by the Refolution Privateer, and carried into Guernfey.

Two Sloops and a Brig were captured near Scarborough on the 1st inft. by a Lugger Privateer.

The Pallas, ——, from Virginia to London, is captured and carried into Bayonne.

The Patapfco, Hill, from Baltimore to London, is captured by two Privateers off Dungenefs, and carried into Dieppe.

The Adolph, Hodgfon, from Surinam to North America and London, is arrived at Portfmouth, New Hampfhire, having been carried into Martinique and releafed.

The American ftar Macklin, from Havannah to Cadiz, is captured by the Pluto, and carried to Newfoundland.

The Admiral Nelfon, ——, from St. Vincent's to Liverpool, is put into St. Kitt's leaky.

The Delphia, ——, from Briftol to Cork, failed from Briftol the 28th October laft, and has not fince been heard of.

The Maria, Murphy, from Dublin to Leghorn, is arrived at Gibraltar, with damage and the cargo fold there.

La Minerva Privateer of 16 G. from St. Maloe's, out 34 days, is captured by the Indefatigable Frigate, and fent into Falmouth.

The Minerva, Rofs, from New Providence to London; the Aſphalon, Edgar, from Halifax to London; a Danifh fhip; a Portuguefe Brig from Lisbon to Briftol; and a Danifh Schooner from St. Thomas's to Altona, have all been captured by the above Privateer: the Aſphalon and Danifh Schooner are retaken by the Indefatigable Frigate, and fent into Falmouth.

The Samuel, Parr, from Narva to Liverpool, is loft at Egg Iſland. The cargo faved.

The Vigilant, Adamſon, from Newfoundland to Briftol, is wrecked in Dungarvon Bay. The crew and part of the cargo faved.

The Shadwell, Brown, from Naples to Hambro', is on fhore near Tralee, Ireland. The cargo is expected to be faved.

The Little Sifters, Butley, from Newfoundland to Oporto, is captured and carried into Galicia.

A Veſſel loaded with butter, cheefe, &c. is loft near Finiſtera, and moſt of the crew.

The Anſon, Morgan, from Petersburg, was captured near Flambro' Head by a Lugger Privateer. Alſo a Sunderland Brig.

The Fortuna, Campbell, from Lisbon to Liverpool, is burnt at Pulchely.

The Active, Chapman, from London to Venice, is loft near Lisbon. Crew faved.

The Minerva, Nicholas, from Lisbon to Liverpool, has ſprung a leak and put into Villa Conde to repair.

The Sloop Providence, from Portſmouth to Lisbon, is reported to be captured by a Spaniſh Privateer, off the Tagus.

The George, Clark, from Dundee to Newcaſtle, has been taken by a Lugger Privateer, and retaken by the Ranger Sloop of War.

The Harriot, Dunlop, from the Weſt Indies to Liverpool, is reported to be captured on the 28th November by a French Privateer, and carried into Paſſage in Spain, on the 30th ditto.

L'Impromptu French Brig Privateer, of 14 G. is captured by the Triton Frigate, and ſent into Plymouth.

Two Brigs, with iron, from Cardiff to London, have been captured off Portland by a ſmall Privateer, retaken by the Pigmy Cutter, and brought into Portland with the Privateer.

The Fanny, Rogers, from Memel to London, is loſt on the Sweddiſh Coaſt. Crew ſaved.

The Neutrality, Sambergs, from Havannah to Altona, is put into Corunna, very leaky.

The Martinus, ——, from Lisbon to Bremen; the Tagus, ——, from Lisbon to Briſtol; and the Ann and Dorothea, from St. Thomas's to Hambro', have been captured by the Mercury French Privateer. The latter is recaptured by the Indefatigable Frigate, and arrived at Falmouth.

The Swallow, Burridge, from Lisbon to Newfoundland, is taken by a French Privateer.

The Adventure, Warrington, from Tortola to London, has been taken by the Intrepid Privateer, retaken by the Boadicea Frigate, and arrived at Plymouth.

The Good Intent, Humphries, from London to Galway, has been taken by a French Privateer, retaken by the Atlantic, Dean, from Charleſton, and ſent into Falmouth.

The Hane, Fidge, from Hambro', to New York, is wrecked in the Orkneys. Cargo expected to be ſaved.

The Suſannah, Williams, from Dartmouth to Torbay, has been taken near Dartmouth by a French Privateer, retaken by a Brixham Armed Boat, and brought back to Dartmouth.

The Prince William Henry, Bowman, from London to Portſmouth, was taken the 9th ult. near Folkſtone, by a Privateer, and carried into Grenville, where ſhe is ſince loſt.

A loaded Sloop is captured off Portland by a Privateer.

The Fly, Jones, from Liverpool to Africa, was taken 23d September, in lat. 2. long. 15. 32. by a Privateer of 16 G. and 95 men; which Privateer had captured the Eliza, M'Gaulay, from London to Sierra Leone; alſo a Portuguefe Veſſel.

The Surprize, John, from London, was captured by a French Privateer on the morning of the 8th December, as were a Brig belonging to London, loaded with navy ſtores for Plymouth.

The Mary, Horſwell, from Newfoundland to the Weſt Indies, is taken and carried into Guadaloupe.

The Smallbridge, Syme, from Martinico to London has been taken by a Privateer, retaken by the Ship Penny, and carried to Liverpool.

The Pigou, ——, from Philadelphia to China, is captured by a French Frigate, and carried into Nantes.

The Tarleton, Skimmins, of Liverpool, is loſt at Cape Palmas.

The Endeavour, Cloak, from Newfoundland has been taken, retaken, and arrived at Dartmouth.

The Mariam Tranſport, from the Weſt Indies to London,

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foundered at sea. Crew saved in the Elizabeth, Dickson, and arrived at Liverpool.

The Vengeance Privateer, of 16 G. and 70 men from Bourdeaux; and L'Air Schooner Packet from Breft to St. Domingo, are captured by the Clyde Frigate, and brought into Plymouth.

The John, Watson, from Virginia to London, is captured by La Vengeance Privateer, of Bourdeaux.

The Hiram, Whitney, from America to Liverpool; and the Providence, ——, from Newfoundland to Poole, have been taken, retaken, and arrived at Plymouth.

The Harlequin, Topping, from Liverpool to Africa, the Union, Thompfon, from Lancaster to Tortola; and Countess of Mexbro', Chriftie from London to Berbice, are captured by Le Mouche Corvette, of 18 G. and 200 men, near the Canary Iflands. The Harlequin is given up to Capt. Thompfon, and arrived at Lancaster with the crews of the three Veffels.

The Triton, Tracey, from Newfoundland to Briftol, has been deferted at fea. Crew and part of the cargo faved.

The Pitt Privateer, of Jerfey, has captured a Spanish Letter of Marque, of 4 G. from Bilboa to Havannah, with brandy, wine, and a few bale goods.

The Nra. Sra. de Bonanca, Bernardo, from Cork to Lisbon, is taken and carried into Bourdeaux.

The Aurora, Milner, with troops, is on fhore off Old Harbour, in Jamaica, and bilged.

The Griffin, Conyers, from London to Antigua, has been taken by a Privateer, retaken by the Mate and three boys, and carried into Lisbon.

The St. Lawrence, ——, from Labradore to Portugal, has been taken near Oporto, retaken by a boat, and carried to Viana.

The Arnudo, ——, from Hull to Oporto, is captured near Oporto.

The American, Burgie, from New York to Hambro', is captured and carried into Dieppe.

The Sufannah, Caveleuf, with fruit and barilla, to Hambro', is captured and carried into Malaga.

The Six Sifters, Baker, from Wifkaffer for Liverpool, was captured on the 4th inftant by L'Intrepid Privateer, of 20 G. and 150 men, and fent for Bourdeaux.

The Lady Hammond, Barr, from Turk's Iland to Virginia, foundered at fea.

The John Lock, from Hambro' to Guernfey, has been on fhore and the cargo landing at Hull.

The Three Sifters, ——, from Labradore to Portugal, is taken near Oporto.

The Eolus, Quinton, from London to Oporto, is taken off Oporto, and carried into Bayonne.

The Louifa Dorothea, Zimmerman, from Konigsburg to Memel and Ireland, is ftranded at Memel.

The Henrietta Louifa, ——, from Liverpool to Dantzig, is taken and carried into Dieppe.

The Barbara and Anne, ——, from Sunderland, is on fhore on Lowefloff Sand.

The Induftry, Meredith, from London to Plymouth, was taken on the 8th December laft, and fent for France.

The Pacific, Kennedy, from London to Charlefton, was captured 9th December, by a Privateer of 18 G and 150 men. Three other Veffels are taken by the fame Privateer.

The Young Charles, Nicholfon, from St. Thomas's to Hambro', has been taken, retaken by the Mary of Liverpool, and arrived at Cork.

The Favorite, Sorley, from Newcaftle to Lisbon, is taken by a Row Boat, and carried to Corunna.

The Rochedale, ——, from Liverpool to Oporto, is taken by a Row Boat and two Fish Veffels.

Two Veffels are captured in the North Seas by the Barras Privateer, of 14 G. from Oftend, and carried into Chriftianfund.

The Ceres, Wintringham, from Hull to Oporto, is taken and carried to Vigo.

The Arcade, Wigham, from Riga, is captured by a French Privateer, and carried into Norway.

The Diana, Hanfan, from Embden to Batavia; the Courage, Wilmsen, from Embden to Guernfey; and Vrow Sarah, Swart, from London to Embden, have been on fhore near Embden.

The Neutrality, Laan, from London to Embden, is on fhore near Embden, and very leaky.

The Juffrow Anna Bofma, Heinks, from Embden to London is loft near Dunkirk.

The Nymph, Hall, from Demarara to Liverpool, is taken by the French.

The American Ship Comet, Ifhacks, from Baltimore, has been on fhore near Embden, and much damaged.

The Maria, Jeffrey, from Virginia to Gothenburg, was taken 25th December by a Privateer from St. Maloes, and carried into Rofcoff.

The Royal Recovery, Embleton, from Quebec to Lisbon, is taken and carried into Vigo.

The Argo, Rich, from Gothenburg to Boston has been taken by a French Privateer, retaken by the Indefatigable Frigate, and arrived at Falmouth.

The Roper, Ipfen, from Riga, is on fhore near Stralfund.

The Fanny Bourne, from Memel to London, is loft on Ohland. Crew faved.

The Eagle, Marfhall, from Briftol to Oporto, is carried into Spain in diftrefs, by the crew.

The American Ship Ann and Sufan, Pricket, from Charlston to London, was captured 11th inftant off Portland, by a Privateer of 18 G. and carried into Cherbourg.

The Mary, Darby, from London to St. Vincent's, was brought to on the 10th December, by the Argus Privateer, from Bourdeaux, but blowing hard, was not boarded.

The Grand Indian French Privateer, of 18 G. is captured by the Shannon Frigate, and arrived at Cork.

The Nymph, ——, from Demarara to Liverpool, captured by a Privateer, is retaken by the Nymph and Caroline Frigates, and arrived at Portfmouth.

A large French built Ship, mounting 22 G. with skins and oil, is captured and carried into River Plata.

The New Jerfey, Clay, from Porto Rico to Philadelphia, is on fhore in the Delawarre.

The Accepted Maifon, Delano, from Liverpool to Boston, is captured and carried to the Ifle of Rhe.

The Agreeable Privateer, from Guadaloupe (late of Liverpool) is captured by a Sloop of War, and carried into Tortola.

The Olive of Tenby, Williams, from Burry, with coals, is put into Marazion in great diftrefs.

The Johannes, Swetnefoed, from Liverpool to Leghorn, has been taken and carried into Algeziras.

The Active, Harper, from Philadelphia to London, has been taken, retaken, and arrived at Lisbon.

The Stadt Bremen, Shultz, from Bremen to Surinam, is got into Gluckftadt with damage, and will be obliged to unload.

The Welvaaren der Rheedery, Stemming, from Dantzig to Liverpool, is ftranded at Bornholm.

The Two Brothers, ——, and the Dragon, Linthorn, from Newfoundland to Portugal, are captured near Oporto, by a Privateer.

The Devon, Shapley, from Newfoundland to England, was abandoned at fea 3d inftant, very leaky, having been ten days without maft, bow-fprit, or boat.

The Overdadieto, Britannico, from Lisbon, is ftranded in Gibraltar Bay.

The Louifa Charlotta, Lehrberg, from Stockholm to Yarmouth, is totally loft near Gothenburg.

The Three Sifters, Watfon, from Cork to Lisbon, has been taken by a Privateer of 22 G. retaken by the Sylph Sloop, and arrived at Falmouth.

The Refolution, ——, from Cork to Gibraltar, has been taken, retaken by the Refolution Lugger, of Guernfey, and carried in there.

The Amphion, ——, from New York to Hambro', foundered at fea. Crew faved in the Lady Harriet Packet, for New York.

The Lavinia, Brown, from Oporto to Belfaft, is on fhore near Wexford. Part of the cargo will be faved.

The Betfey, Boffet, from Gafpee to Portugal, is loft near St. Pierre, Newfoundland.

The Herald, Pickftock, from Gallipoly to London, is captured near Carthagena, by five Spanish Frigates.

The Jeminie Pickering, from Oporto to Dublin, is on fhore on Arklow Bank.

The Ann, Wooley; Lovely Ann, Grundy; and Nancy, Badcock, from Gibraltar for London, and another Veffel, are captured by the Spaniards, near Gibraltar.

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PRESENT STATE OF THE ROYAL NAVY.

EURYDICE, 24 G. J. Talbot. Built at Portsmouth in 1783. Length of gun-deck, 114 feet, 3 inches; of the keel, 94 feet, 2 inches and three quarters. Breadth, 32 feet, 3 inches. Depth, 10 feet, 3 inches. Tons, 421. Commanded by Capt. G. W. Courtenay, in 1782. The first commanding officer who lost his life this war, in the Sofion Frigate, when engaging L'Ambuscade Frigate Monf. Bompard, Captain. This Frigate was taken from the French by Sir J. B. Warren, in 1795, and has since been retaken. North Sea.

HYAENA, 24 G. Hon. C. Boyle. The firft Ship commanded by this officer after being made poft. Built at Liverpool in 1778. Tons, 522. This was the firft fhip taken by the enemy in the preſent war, May, 1793. She was retaken in 1797. Now at Spithead.

LA LEGERE, 24 G. C. Quinton. T.F. June 22, 1796. Weſt Indies.

MATILDA, 24 G. R. Mitford. T.F. October 20, 1794. Late Le Jacobin. Weſt Indies.

LE PERDRIX, 24 G. W. C. Fahie. T.F. by the Vanguard, July 1795. Weſt Indies.

PORCUPINE, 24 G. A. F. Evans. Built on the River Thames in 1777. Tons, 520. Halifax.

RESOURCE, 24 G. Built in 1778. The Nore.

LA RAISON, 24 G. T.F. May 17, 1795. In ordinary at Sheerneſs.

ROEBUCK, 24 G. A. S. Burrowes. Built in 1774. At Deptford to repair.

SURPRISE, 24 G. R. Hamilton. T.F. April 20, 1796. Late L'Unite. Jamaica.

SPANKER, 24 G. Built in 1794. Hoſpital ſhip at Queenbro' Swale.

SQUIRREL, 24 G. J. Hamſead. Built at Liverpool in 1785. Tons, 563. Jamaica.

LA VOLAGE, 24 G. F. Woodhouſe. T.F in 1798. Plymouth.

ALBION, 22 G. J. Mills. Purchaſed by Government in 1798, and armed with carronades. Nore.

ANNE, 22 G. G. A. Delance. Purchaſed by Government in 1798, and armed with carronades. Nore.

ARAB, 22 G. T.F. in 1798. Plymouth.

L'ECLAIR, 22 G. A Sloop, T.F. in the Mediterranean, 1793. At Sheerneſs to repair.

HERMES, 22 G. J. Raigerſfield. Purchaſed by Government in 1793, and armed with carronades. Deptford.

LEIGHTON, 22 G. Purchaſed by Government in 1798, and armed with carronades. Long Reach.

MUZETTE, 24 G. Receiving Ship at Plymouth. T.F. December 21, 1796.

SARDINE, 22 G. A Sloop, T.F. March 9, 1796. Portſmouth.

SCOURGE, 22 G. S. Warren. Late La Robuſte. A Sloop, taken by Sir J. B. Warren from the French, April 15, 1796.

SELBY, 22 G. T. Palmer. A Sloop, purchaſed by Government in 1798. Sheerneſs.

WILLIAM, 22 G. J. P. Robinſon. Purchaſed by Government in 1798, and armed with carronades. Sheerneſs.

ALLIANCE, 20 G. T.D. in 1795. Store ſhip at Lisbon.

ARIADNE, 20 G. J. Bradby. Built at Chatham in 1776. Tons, 432. Cruiſing in the North Seas.

LE BABET, 20 G. J. Mainwaring. T.F. April 23, 1794. Channel.

LA BONNE CITOYENNE, 20 G. T.F. March 10, 1796. Mediterranean.

CAMILLA, 20 G. R. Larkan. Built at Chatham in 1776. Tons, 433. Channel.

CORMORANT, 20 G. Lord M. R. Kerr. Late L'Etna. T.F. November 15, 1796. Mediterranean.

DAPHNE, 20 G. Sir C. Lindſay, Bart. Built at Woolwich in 1776. Tons, 429. Weſt Indies.

DANAE, 20 C. Lord H. Proby, Late La Valliante. T.F. in Auguſt, 1798. Fitting at Plymouth.

GAITE, 22 G. P. D. King. A Corvette, T.F. off Bermuda, Auguſt 10, 1797. North Sea.

MYRMIDON, 20 G. Slop Ship at Plymouth. Built at Deptford in 1781. Tons, 481.

PERSEUS, 20 G. James Oſwald. Built on the River Thames in 1776. Tons, 432. Employed as a Bomb Veſſel at Spithead.

LA PROMPTE, 20 G. T. Dundas. T.F. in May, 1793. This was the firſt Ship launched by the French Republic and the firſt 20 Gun Ship taken this war. Jamaica.

REDOUBT, 20 G. J. K. Sheppard. Purchaſed by Government in 1793. Stationed as a Floating Battery in the Humber.

SPHYNX, 20 G. T. Alexander. Built at Portſmouth in 1775. Tons, 431. Cape of Good Hope.

TISIPHONE, 20 G. C. Grant. Built in 1784. A Sloop. At Sheerneſs.

VESSELS, mounting 18 G. not inſerted in the above Liſt, 41——Ditto, mounting 16 G. 45——Ditto, mounting 14 G. 41——Ditto, mounting 12 G. 14——Ditto, mounting 10 G. 9——Ditto, mounting 8 G. 18——Ditto, mounting 6 G. 15——Smaller Veſſels, 7.

YACHTS.—Dorſet, 10 G.——Mary, 10 G.——Medina, 10 G.——Royal Charlotte, 10 G.——Catharine, 8 G.——Chatham, 8 G.——Plymouth, 8 G.——Portſmouth, 8 G.——Princeſs Auguſta, 8 G.——William and Mary, 8 G. Built at Blackwall in 1694. The oldeſt Veſſel in the Navy.

HIRED ARMED VESSELS, 12.

HIRED ARMED CUTTERS, 61.

LUGGERS employed in his Majeſty's Service, 15.

CRUISERS in the Revenue Service, 36 Cutters, 1 Sloop, and 1 Lugger, mounting from 16 to 6 Guns.

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OFF IRELAND, 13 Veſſels, mounting from 16 to 8 G.

EXCISE CUTTERS, Coaſt of England, 9, mounting from 12 to 4 G.

OFF SCOTLAND, 6 Cutters and 2 Sloops.

REVENUE CUTTERS off Scotland, 5, mounting from 20 to 8 G.

GUN-VESSELS, FIRE-VESSELS, &c. in his Majeſty's Service 86.

GUN-VESSELS, with ſliding keels, 43, mounting ten 18 pound carronades and two long 24 pounders, carrying 30 men, and commanded by Lieutenants.

Since the commencement of the above LIST, the Canopus and Tenant, of 80 G.; the Aboukir, Conqueraut Guerrier, and Spartiate, of 74 G.; La Loire, 46 G.; L'Immortalite, 42 G., and the Bellona, 36 G. have been put into commiſſion.

OBSERVATIONS.

We have inſerted the following Obſervations for the information of thoſe who are not converſant with Nautical Terms.

Ship of the Line is uſually applied to all Men of War mounting 60 Guns and upwards. Of late, however, our 50 Gun Ships have been formed ſufficiently ſtrong to carry the ſame metal as thoſe of 60, and in caſes of neceſſity, are placed in the Line. *Ships* of 74 Guns are eſteemed particularly uſeful in the Line of Battle.

Frigates mount from 20 to 40 Guns. Some taken from the French mount 46. The term Frigate was formerly only known in the Mediterranean, and applied to a long kind of veſſel navigated in that ſea with ſails and oars. The Engliſh were the firſt who appeared on the ocean with theſe ſhips, and equipped them for war as well as for commerce.

Sloops of War are one ſize leſs than Frigates, have generally from 14 Guns to 20, with three maſts. Commanders are appointed to them.

Brigs are veſſels with two maſts. Commanders are alſo appointed to them, and ſometimes Lieutenants. They mount from 16 to 18 Guns.

Cutters, *ſmall Sloops* with one maſt, *Schooners* with two ſmall maſts, and *Luggers* with three ſmall maſts, the main and mizen leaning towards the ſtern, mount from 14 Guns to 6. They are chiefly employed to carry diſpatches, to attend on fleets, and to convey ſmall craft along the coaſts.

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APPENDIX. No. IV.

LIST

OF

The French Navy,

AS PRESENTED TO

THE NATIONAL CONVENTION

MARCH 23, 1793.

Those marked with a * have either been lost, destroyed, or taken by the English.

VAISSEAUX du PORT de BREST.	Guns.	ETAT.	REMARKS.
LE Cote d'Or,	118	Neuf. en armement.	Ci-devant Les Etats de Bourgogne: since La Montagne; now Le Peuple.
Republicain	110	En etat armee.	Ci-devant Royal Louis.
Terrible,	110	Besoin de reparation.	These three were all in the action of June 1, 1794.
Majestueux,	110	En etat de mettre en mer.	An old ship.
Invincible,	110	Besoin d'un leger radoub.	Supposed to be quite unserviceable.
*Bretagne,	100	Besoin de reparation.	Afterwards La Revolutionaire. Struck to the Audacious, May 28, 1794. Lost on the Mingan Rock, December 1794.
*Le Juste,	84	En armement.	Taken June 1, 1794.
*Sanparcille,	84	Neuf.	
Languedoc,	84	Armee.	First Ship of D'Eguine, 1779. Since La Victoire. These three, probably unserviceable, were all in the West Indies last war.
L'Auguste,	84	Besoin d'un leger radoub.	
Le St. Esprit,	84	Besoin de reparation.	
Indomptable,	84	Neuf. en armement.	
Revolution,	80	En armement.	
Hercule,	74	Besoin de radoub.	Since broke up, Now Hercule, taken by Must.
*Superbe,	74	En bon etat	Foundered at Sea, January 1795.
*Achille,	74	En bon etat.	Taken, June 1, 1794. Broke up.
Patriote,	74	Armee.	In action, June 1, 1794.
*L'Amerique,	74	Neuf.	Taken, June 1, 1794. Now Impetueux.
L'Eole,	74	Armee.	In action, June 1, 1794.
Brave,	74	En etat.	Supposed to be since razee.
*Northumberland,	74	Besoin d'un leger radoub.	Taken, June 1, 1794. Since broke up.
Victoire,	74	Besoin d'un fort radoub.	Probably unserviceable, or broke up.
Illustre,	74	Besoin d'un leger radoub.	
Jean Bart,	74	Neuf.	
Fouqueux,	74	Neuf.	
Jupiter,	74	Armee.	
Tonnerre,	74	Neuf.	
Argonaute,	74	Besoin d'un radoub.	9. unserviceable.
Boree,	74	En armement.	9. ditto.
Magnanime,	74	Besoin d'un radoub.	9. ditto.
*Themistocle,	74	Armee.	Burnt at the evacuation of Toulon.
*Neptune,	74	Besoin d'un leger radoub.	Wrecked in January 1795.
Pluton,	74	Besoin d'un radoub.	Said to be lost in December 1796.
Zele,	74	En etat.	Since razee.
*Temeraire,	74	En etat.	Supposed to be wrecked in Jan. 1795.
Phocion,	74	Aux Iles de Vent.	Not lately known by that name.
Vengeur,	74	Armee.	Sunk, June 1, 1794.
Le Trajan,	74	Armee.	In the action of June 1, 1794.
Brutus,	74	Besoin d'un radoub.	Since razee.
L'Audacieux,	74	Neuf.	Never appeared since June 1, 1794.
*Leopard,	74	Armee.	Lost off Sardinia, 1793.
Entreprenant,	74	Armee.	Sent from Toulon by Lord Hood.
*Du Guai Trouin,	74	Armee.	Burnt at the evacuation of ditto.
Tourville,	74	Armee.	In the action of June 1, 1794.
*Le Tigre,	74	Neuf.	Taken, June 27, 1795.
Citoyen,	74	Hors d'etat.	
Convention,	74	Besoin de reparation.	In action, June, 1, 1794.
FREGATES.			
La Nymphe,	40		
*Proserpine,	40	— — — —	Taken by the Dryad, 1796. Now Amelie.
Cibelle,	40		
Uranie,	40	Bonnes, en armement ou armes; portant 40 canons de 18 livres de balle.	
Thetis,	40		
Meduse,	40		
Driade,	40		
*Aretuse,	40	— — — —	Brought at Toulon. Since Undaunted. Lost off Jamaica, 1796.
Concorde,	40		
*La Gloire,	32	Idem, portant 32 canons de 12 livres de balle.	Taken by the Africa, 1795.
Flore,	32		
Capricieuse,	32		

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LIST OF THE FRENCH NAVY.

*Bellone,	32	— — — — Taken off Ireland, 1798, by Sir John B. Warren.
*Reine,	32	— — — —
*Cleopatre,	32	— — — — Taken by Sir Edward Pellew, in 1793. Now L'Oiseau.
Richemont,	32	
Felicite,	32	
*Galathee,	32	Wrecked near the Penmarks, April, 1796.
L'Athee,	32	Idem portant 32 canons de 32 livres de balle.
Calypso,	32	
*Reunion,	32	Taken by the Crescent, 1793. Since lost.
Prenceuse,	32	
Danae,	32	
Prudente,	32	
Fidelle,	32	
*Fortunee,	32	Sunk at St. Florenzo.

VAISSEAUX du Port de TOULON.	Guns.	ETAT.	REMARKS.
*LE Commerce de Marseilles,	118	En etat.	Brought from Toulon by Lord Hood.
*Le Sans Culotte,	118	Neuf et armee.	Blown up, August 1, 1798. Then L'Orient.
*Le Triomphant,	84	En armement.	Burnt at the evacuation of Toulon.
*Le Ca Ira,	84	En bon etat.	Taken, March 1795. Since burnt.
*Le Tonant,	84	Armee.	Taken, August 1, 1798.
*Guerrier,	74	Vieux mais peut servir.	Ditto. Since burnt.
*Conquerant,	74	Besoin de reparation.	Ditto.
*Heureux,	74	En armement.	Ditto. Since burnt.
*Mercure,	74	En etat.	Ditto. Since burnt.
*Commerce de Bourdeaux,	74	Armee.	Since Timoleon. Burnt, Aug. 1, 1798.
*Le Destin,	74	En armement.	Burnt at Toulon.
*Heros,	74	En armement.	Ditto.
*Suffisant,	74	Besoin de radoub.	Ditto.
*Alcide,	74	Besoin d'un leger radoub.	Blown up, July 1795.
*Centaure,	74	Armee.	Burnt at Toulon.
*Pompee,	74	En armement.	Brought away by Lord Hood.
*Puissant,	74	Besoin de reparation.	Ditto.
Censeur,	74	En etat.	Taken, March 1796. Since retaken.
Liberte,	74	En armement.	Not heard of by these names for a long time.
Tricolor,	74	Armee.	
Du Quesne	74	En armement.	In the action with Adm. Hotham.
*Scipion,	74	Armee.	Blown up at Leghorn, 1793.
FREGATES, De 18 Livres.			
*La Minerve,	40	Armee.	Taken by the Dido and Lowestoffe, June, 1796.
Junon,	40	Armee.	
*Melpomene,	40	En etat.	Taken at Calvi, August 1794.
*Imperieux,	40	Armee.	Taken in the Gulph of Specia, 1793.
*Sybille,	40	Armee.	Taken by the Romney, June 1794.
*Peric,	40	Armee.	Brought from Toulon by Ld. Hood. Since Amethyst. Lost
De 12 Livres de Balle			
*La Serieuse,	32	En etat.	Sunk. August 1, 1798.
*Lutine,	32	Armee en Galliotes a bombes.	Brought from Toulon.
*Modeste,	32	Armee.	Taken at Genoa, 1793.
*Aurore,	32	En etat.	Brought from Toulon.
*Topaze,	32	En armement.	Ditto.
*Semblie,	32	Armee en Galliotes a bombes.	Since taken by the Sea Horse.
*Iphigenie,	32	Idem.	
*Ille,	32	Idem.	Blown up at Toulon.
*Montreal,	32	Vieille.	Ditto.
*Alerte,	32	En etat.	9. Burnt at Toulon.
*Courageux,	32	Armee.	9. ditto.
Boudeux,	32	Vielle.	
Sultane,	32	Idem.	
Fripoune,	32	Besoin de reparation.	

VAISSEAUX du Port de Rochefort.	Guns.	ETAT.	REMARKS.
*LE Seduisant,	74	En armement.	Lost on the Saintes, December 1796.
*L'Impetueux,	74	Neuf.	Taken, June 1, 1794.
*L'Aquilon,	74	Neuf.	Taken, August 1, 1798.
Apollon,	74	Armee.	Sent away from Toulon by Ld. Hood, with prisoners.
Orion,	74	Armee.	Ditto, from Toulon.
Jemappes,	74	Neuf.	In the action of June 1, 1794.
Montblanc,	74	Neuf.	Never appeared since the action of June 1, 1794.
Revolution,	74	Neuf.	
Lion,	74	Neuf.	
Sphynx,	74	En bon etat.	
Marsellois,	74	Hors d'etat.	
Genereux,	74	Armee.	Escaped. August 1, 1798. Since at Corfu.
FREGATES.			
*La Pomone,	40	Neuf, 18 livres.	Taken by Sir John B. Warren.
*L'Andromaque,	32	En etat.	Run on shore and burnt.
La Fee,	32	Ditto.	
Gracieuse,	32	Ditto.	
Victorieuse,	32	Ditto.	
Railleuse,	32	Ditto.	
Hermione,	32	Ditto.	
Aglae,	32	Ditto.	
*L'Ambuscade,	32	Ditto.	Taken off Ireland, 1798.
*L'Inconstante,	32	Ditto.	Taken in West Indies, 1793. Afterwards recovered. Lost
*L'Hebe,	32	Ditto.	
La Medee,	32	Ditto.	

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LIST OF THE FRENCH NAVY.

RECAPITULATION.

At BREST, in MARCH 1793.		At TOULON.		At ROCHEFORT.	
Vaiſſeaux,	47	Vaiſſeaux,	22	Vaiſſeaux,	12
Taken or deſtroyed,	15	Taken or deſtroyed,	18	Taken or deſtroyed,	3
Remain, good and bad,	32	Remain, good and bad,	4	Remain, good and bad,	9
Frigates,	26	Frigates,	20	Frigates,	12
Taken or deſtroyed,	8	Taken or deſtroyed,	16	Taken or deſtroyed,	4
Remain,	18	Remain,	4	Remain,	8

LIST of SHIPS of the LINE and FRIGATES, not mentioned in the foregoing LIST, which have been ſubſequently captured or deſtroyed; ſome of which were built ſince the date of the Report to the Convention, and ſome probably among the ſame, but their Names changed.

VAISSEAUX.	Guns.	REMARKS.
LE Franklin,	84	Almoſt new. Taken, Auguſt 1, 1798. Now Canopus.
Le Hoche,	84	Almoſt new. Taken off Ireland, October 1798.
Neuf Thermidor,	84	Ci-devant Jacobin. Foundered at ſea, January 1795.
Le Scipion,	74	Loſt at ſea, June 1795. Built ſince 1793.
Le Lys,	74	Burnt at Toulon.
Le Dictateur,	74	Ditto.
Le Formidable,	94	Ci-devant Marat. Taken, June 23, 1795. Now Belleiſle.
Le Seduiſant,	74	Loſt on the Raz, December 1796.
Droits de l'Homme,	74	Drove on ſhore by Sir Edward Pellew, January 1797.
Quatorze Juillet,	74	Burnt by accident at L'Orient, 1798.
L'Hercule,	74	Taken by the Mars, near Breſt, April 1798. New.
Spartiate,	74	Taken, Auguſt 1798. Supposed to be new.
Souverain Peuple,	74	Ditto, ditto. Now the Guerrier. An old ſhip.
FREGATES.		
L'Immortalite,	40	Taken off Ireland, October 1798, by Sir J. B. Warren's ſquadron
La Loire,	40	Ditto. Since burnt at Plymouth.
Coquille,	40	Burnt, Auguſt 1, 1798.
Artemiſe,	32	
Decade,	40	(9. Driade.) Taken off Cape Finiſterre, Auguſt 1798.
Seine,	40	Taken by the Jaſon, off the Saints, June 1798.
Conſtante,	32	Run on ſhore near Havre, by the Hydra, 1798.
Nereide,	32	Taken by the Phœbe, off Scilly, December 1797.
Calliope,	32	Deſtroyed by Sir John B. Warren, July 1797.
Harmonie,	40	Deſtroyed by the Thunderer, in the Weſt Indies, 1797.
Reſiſtance,	40	Taken by the Florenzo, off Breſt. Now Fifgard.
Surveillante,	40	Scuttled in Bantry Bay, January 1797.
Tortue,	40	Taken by the Polyphemus, off Ireland. Now L'Uranie.
Impatiente,	40	Wrecked near Crookhaven, December 1796.
Renommee,	40	Taken by the Alfred, off St. Domingo, 1796.
Tribune,	40	Taken by the Unicorn, off Ireland. Since loſt.
Virginie,	40	Taken by Sir Edward Pellew, off the Lizard, April 1796.
L'Unite,	32	By the Revolutionnaire, April 1796
Frevoyante,	40	By the Thetis, off the Cheſapeak, May 1795.
Gentille,	32	Taken by the Hannibal, April 1795.
La Pique,	36	Taken by the Blanche, in the Weſt Indies. Since loſt.
Revolutionaire,	40	Taken by the Artois, October 1794.
Volontaire,	32	(9. the Felicite.) Deſtroyed by Sir J. B. Warren, 1794.
L'Atalante,	32	Taken by the Swiftſure, May 1794.
L'Engageante,	40	Taken by the Concorde, April 1794.
Vaiſſeaux,	13	Not mentioned in the Report to the Convention: moſt of which
Fregates,	25	were probably built ſince the date.

LIST of SHIPS of the LINE which *may* be exiſting in the FRENCH NAVY, and built ſince the Report; or whoſe Names have been changed.

VAISSEAUX.	Guns.	REMARKS.
LE Guillaume Tell,	84	A new ſhip. Eſcaped, Auguſt 1, 1798, to Malta.
Caton,	84	In the department of Breſt.
Barras,	74	In that of Toulon. Was in the action with Adm. Hotham.
J. J. Rouſſeau,	74	Supposed new; but the name since changed.
Tyrannicide,	74	These were in the action of June 1, 1794, and have never ſince
Montagnard,	74	appeared at ſea.
Pelletier,	74	In the action of June 1, 1794.
Mucius,	74	Ditto.
Nestor,	74	Ditto.
Caſpard,	74	Ditto.
Watigniſes,	74	Was in the Bantry Bay expedition.
Redoubtable,	74	Ditto.
Conſtitution,	74	Ditto.
Pegaſe,	80	New. Supposed to be the ſame with the Hoche.
Vaiſſeaux,	14	

FRIGATES TAKEN or DESTROYED.		GENERAL RESULT.		VAISSEAUX PERDUS.	
Breſt,	8	Poſſibly remaining good, bad, and indifferent.	32	Breſt,	15
Toulon,	16		4	Toulon,	18
Rochefort,	4		9	Rochefort,	3
Others,	25		14	Others,	13
	53		59		49

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THE

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM FEBRUARY 19 TO MARCH 8.

THE Wohlfarth, Stewart, from Malaga to Hambro', is lost near Paddow.

The Eaglesbush, Pettigrew, from London to Paddow, is on shore near Paddow. Part of the cargo is expected to be saved.

The Mary Ann, Hayes, from Liverpool to Drogheda; and the Union, Wilson, from Liverpool to Londonderry, are lost on the Coast of Ireland.

The Dennis, Griffiths, is on shore in Dungarvon Bay.

The Adventure, Pritchard, from Africa to the West Indies, is taken to the windward of Barbadoes, by two Frigates and a Lugger.

The Penelope, Farquhar, from Liverpool to Africa, is towed into the Isle of Man, after cutting away her masts in a gale of wind.

The Little Falmouth, ——, from Falmouth to Liverpool, is on shore in Wexford Bay.

The Amity, Waters, from Liverpool to London, is lost on the Coast of Cornwall.

The Brooks, ——, from Liverpool to Africa, was drove from her moorings on the Cheshire Shore, and is full of water.

The London Packet, Glass, from London to Newry, is lost in Tremore Bay. Only one boy saved.

The Wolfarden, Staff, from Plymouth to Charleston, has been taken, retaken, and sent back to Plymouth.

The Hope, Copeland, from Liverpool to the Bahamas and West Indies, is on shore near St. Bees, Coast of Lancashire.

The Lord Stanley, Murdock, from Liverpool to Africa, is returned to Liverpool, having sprung her foremast in a gale.

The Rose in June, ——, from Newry to London, is totally lost near Youghall.

The Grand Duke, ——, from Jamaica to London, on shore near Margate, is got off, after discharging nearly all the cargo.

The Trial, Abbott, from St. Thomas's to Antigua, foundered at sea.

The Scipio, Chivers, from London to Antigua; and the Jane and Mary, Taylor, from Shields to Grenada, are captured by La Mur Privateer of Bourdeaux.

The Charlotte, M'Kenney, from Liverpool to Leghorn, is taken and carried into Algeziras.

The Ann, Darrel, from New Providence to St. Vincent's, is taken and carried into Guadaloupe.

The Britannia, ——, from Yarmouth to Liverpool, has been taken by a Privateer, retaken by the Tartar of Guernsey, and arrived at Gosport.

The Ebe, M'Kirdy, from Greenock to Demarara, got on the Cambra Rocks in a gale, the 8th inst. lost her rudder, main and mizen mast, and got off without further damage.

The Diana, Robinson, from Cork to London, is on shore near Margate. The cargo is expected to be saved.

The Kitty, Rogers, from Liverpool to Africa, is totally lost. Captain and 23 men drowned.

The Amity, Waters, from Liverpool to London, is lost on the Coast of Cornwall.

The Lark, Newport, from Waterford to Portsmouth, is lost at Scilly. The cargo is expected to be saved.

The Eliza, ——, from Surinam to Charleston, is taken and carried into Martinico.

The Beaver, Waters, from Limerick to Hull, is on shore near Cork, but is expected to be got off.

The Rodney, of Bristol, M'Farland, from Bonda to Tobago, foundered at sea.

The Lady Longueville, Prior, from Cork to London, is got into Ramsgate, after being chased on shore on Dungeness by two Lugger Privateers. Captain Prior saw a large ship captured, supposed to be one of the Cork Fleet.

The Intrepid Privateer, of 20 Guns, is captured by the Flora Frigate, and carried into Lisbon.

The Nancy, Johnson, from Lisbon to Greenock, was taken by a Privateer the 12th ult.

The Fly, Gourtrie, from Jersey to Africa, has been taken, retaken, and arrived at Portsmouth.

The Minerva, Fotheringham, from Falmouth to Naples, is taken and carried into Malaga.

The Susannah, Moore, from Falmouth to Naples, is taken and carried into Naples.

The Republican, Simpkin, from Baltimore, is taken by a French Privateer, and carried into Corunna.

The Aurora, ——, from Savannah to London, is taken and carried into Corunna.

The Apollo, Meyer & Co. from Lisbon to Hamburg, is lost near Ostend, after having been captured.

The Liebe and Hoffnung, Engel, from Bremen and Fewer, to Liverpool, is lost off Rye. Part of the cargo and ship's materials saved.

The Jane, Vickers, from Newfoundland to Lisbon, is captured by the Intrepid Privateer, of 20 Guns, after an engagement of two hours.

The Hannah, Keene, from Cork to Martinico, put into Lisbon with some damage, where she has been run foul of by a large Ship, and sunk.

The Fruitful Vine, Barnes, from Yarmouth to Leghorn is taken and carried into Algeziras.

The Venus, ——, from Newfoundland, is lost on Oporto Bar.

The Sarah, Cooper, from New York to London, is captured by a French Privateer, and carried into Corunna.

The Adventure, Persay, from New York, is sunk in Dublin Harbour; supposed from getting on an anchor.

The Sally, late Giles, from Lisbon to Oporto, is captured.

The Thetis, Heywood, from Newfoundland and Lisbon to Oporto, is cut near Oporto.

The William and Mary, Wonycott, from Liverpool to Virginia, is put into Lisbon, after being taken by the Volleur Privateer, of Bourdeaux, and plundered.

The Three Brothers, Sullivan, from Cork to Liverpool, is lost in Tremore Bay.

The Pinfent, Tucket, from Newfoundland to Portugal, is recaptured, and arrived at Gibraltar.

The Anna Maria, Pacho, from Alicante to St. Thomas's is captured and carried into Teneriffe.

The Betsey, Mollon, from St. Croix to Liverpool, was taken by the Belice Privateer, of 18 Guns, and 86 Men, on 27th February. The Privateer is since captured by the Melpomene Frigate, and sent into Plymouth.

The Union, Caton, from Lancaster to St. Kitt's, is captured and carried into Guadaloupe.

The King William, Bent, from Africa to the West Indies, is captured off Martinico, and carried into Guadaloupe.

The Kayle, Methert, from Falmouth to Venice; the Squid, Gordon, from Dingle to Lisbon; and the ——, Lake, from St. Michael's to London, are taken by a Privateer, which is taken by the Melampus Frigate, and sent into Cork.

The Three Helena, Volkers, from London to Hamburg, is captured and carried into Dunkirk.

The Martinas, ——, Schroeder, from Lisbon to Bremen, is captured and carried into St. Maloes.

The Rebecca, Meyer, from Lisbon to Bremen, is cut by the ice in the Weser, and deserted by the crew.

The William, Edington, from Gibraltar and Plymouth to London, is captured and carried into Zeerick Zee.

The Amelia, Bork, from London to Hamburg, is stranded in the ice near Cuxhaven. Part of the cargo saved.

The Sevgra, Plaifted, from London to Cheptow, is captured and carried into Boulogne.

The Metta Margaretta, Rolke; the Jeanna Elizabeth, Ameis; and the Vriendschap, Bolenken, from London to Embden, are captured by the French.

The Three Maria, Leuw, from London to Embden, is on shore in the Ems, and it is feared will be lost.

The Worthy Ann, Drake, from Memel to London, is on shore near Kickhaven, and full of water.

The Betsy, Fram, from Memel to Newcastle, is captured near the Skaw, and sent into Christianstad.

The Arm, Ellis, from London to Bristol, is put into Dover, after being chased on shore by a Privateer.

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INDEX

TO

THE FIRST VOLUME.

A.

ABOUKIR BAY, Account of, 521.

ACTION, NAVAL, first planned by Minos, king of Crete, 465

ACTIONS, NAVAL, DURING THE PRESENT WAR, historical account of them, 219. 423.

ADMIRALS, List of those now in command, their stations, and names of their secretaries, 75.

ADMIRALTY, Names of the officers composing the board in the year 1718, 90.

AFRICA, Carthage founded upon that coast by the Phœnicians in their first expedition, 182.

AFFLECK, COMMODORE, is praised by Lord Rodney for his gallant conduct on the 12th April 1782, 391.

AIR, Dr. Van Marum's Method of purifying it, 419.

ALARM frigate the first ship in the British navy sheathed with copper in the year 1758, 31.

ALBERONI, Cardinal, his answer to Mr. Stanhope, 91.

ALCIDE French man of war, account of her capture by Captain Howe of the Dunkirk, 18.

AMELIA of 80 guns made Admiral Rodney's flag ship on the Jamaica station in 1771, 368.

AMERICANS, Conductors first applied by them to ships, 199,

ANECDOTES, NAVAL, 25, Of Lord Howe, 25. Lord Nelson, 29. P. Hein, a Dutch Admiral, *Ibid.* Sir William Petty, 30. 124. Captain John Bray, 420. A British Sailor, 421.

ANSON LORD, appointed to command a division of the fleet. 11.

APRIL 12, Account of the glorious action on that day between Lord Rodney and the Count de Grasse, 388 to 396.

————English and French line of battle on that day, 394.

————, Plate of that Engagement, and description of it, 394.

————Names of the ships captured and officers killed in that action, 390.

AQUILON French man of war engaged and driven ashore by the Antelope, Captain Hood, 166.

ARABIA, its inhabitants supposed to have been the first who made long voyages, 181.

————, its commodious situation for commerce and navigation, 180.

————, the higher part of it first peopled by the Ishmaelites, *Ibid.*

ARABIANS traded to the East Indies for spices, scented woods, and ivory, *Ibid.*

ARBUTHNOT, Admiral, commands a squadron on the coast of America, 382.

ARCHITECTURE, Marine, Prospectus and specimen of it proposed to be published by Mr. Charnock, 129.

ARGONAUTIC Expedition by Jason, 464.

ARK of Noah first specimen of marine architecture, its construction and dimensions, 178.

ARMADA, large ship supposed to have belonged to this armament found on the coast of Ireland, 291.

ARTEMISE French frigate captured by Lord Nelson at the battle of the Nile, 56.

ATLAS man of war, account of her being overset in the launch at Portsmouth, 85.

Digitized by Google

B.

BATTLE, LINE of, in Lord Howe's action on 1st June, 26.

————, English and French in the action of the Nile, 64.

————, Order of, formed in the last century by the Duke of York, wherein defective, 35.

BAY, Prince Rupert's in Dominica, Plate and description of it, 422.

BELLEROPHON the second ship that broke the French line on the 29th of May, 20. Her gallant conduct in that action, *Ibid.*

————, Her station in the battle of the Nile, 56.

————, Her bold position alongside L'Orient in that action, 64.

BERGEN, Notice to mariners frequenting that port, 81.

BERRY, Captain, his gallant and humane conduct at the battle of the Nile, 55.

Βρατχαος, name given by the ancients to the fishing frog, toad fish, or sea devil, 67.

BLAKE, ADMIRAL, his patriotism and courage, 39.

BOSCAWEN, ADMIRAL, sails for Newfoundland in the year 1755; is joined by Admiral Holburne; object of his expedition, 7.

BOWEN, Master of the Queen Charlotte, his gallant conduct on the 1st June, 19.

BREST HARBOUR, View of it, and description of the plate, 144, 145.

BRIDPORT, LORD, succeeds Lord Howe in the command of the Channel fleet in April 1797, 265. His family and title, *Ibid.* Made Lieutenant in 1746, and post-captain in the Prince George in 1756; commands the Antelope frigate, and engages the Aquilon; account of that action, 267. Serves in the Mediterranean as one of Admiral Saunders captains in the Saint George; present in the squadron when Du Querne attempted to reinforce M. De la Clue; blocked up in the harbour of Carthagena, 268. Commands the Minerva frigate, and sails in the fleet under Sir Edward Hawke, 269. Engages and defeats the Warwick, a French 50 gun ship; his account of that action; introduced to the King by Lord Anson, who thanks him for his services; related by his marriage with Miss West to the Pitt and Lyttelton families, 271. Forms part of the squadron sent to escort her present Majesty to England; appointed to command the Africa; and sails to reinforce Sir Charles Saunders in the Mediterranean, 272. Appointed to command the Thunderer guardship at Portsmouth in the peace of 1763, and succeeds Sir Charles Saunders as treasurer of Greenwich Hospital; sails in the fleet commanded by Admiral Keppel in 1778, in the Robuste, 273. Made Vice Admiral of the Red, and hoists his flag on board the Royal George, 276. His bravery and conduct on the 1st of June, 277. Receives the gold chain and medal, and is created Baron Bridport of Cricket St. Thomas; his engagement off L'Orient on the 23d of June 1795; accounts of this action by private letters, 278, 279, 280, 281. Takes charges of the Royal George off the French coast when the pilot refused to proceed, 281. View of the action off L'Orient, and description of the plate, 300. Made a peer of Great Britain, and succeeds Lord Howe in the command of the Channel fleet, 281. Character of him from the suffrages of Vortigern and Rowena 282, 283. His family, patent, limitation of title, arms, and chief seat, *Ibid.* List of the fleet under his command on the 23d of June 1795, and of the French fleet engaged by him on that day, 290.

BYRON, Admiral, succeeds Lord Howe in the command of the fleet upon the American station, 16.

C.

CASTILLO GRANDE, Fort of, destroyed by Admiral Vernon, 99.

CHARTS, MARINE, curious collection of, found in the year 1739 in St. Mark's Library, at Venice, 124.

CLARENCE, DUKE of, sails as a midshipman in the Prince George, under Admiral Digby, 371.

CLERK, MR. JOHN, of Elden, Review of his new System of Naval Tactics, 32. Principles of his system; our naval victories to be attributed to this system; opinions of Lord Rodney, Sir John Jervis, and Lord Duncan, concerning it; battle of the 12th of April 1782 fought upon this system, 33. Divisions and plan of this work; his examination into the defects of the late plan of attack; and how those defects are to be remedied, 37. Hints for a more advantageous arrangement of his work, and extract from the introduction, 38. Reasons assigned by him for our want of naval success during the two last wars, 41.

COLOSSUS of 74 guns, account of her loss, 86.

COMMERCE AND NAVIGATION, Memoirs of, from the earliest period to the present day, 177, 450.

Digitized by Google

COMYN, the Rev. Mr. performs a thanksgiving service on board the Vanguard on account of the victory of the Nile, 59.
CONDUCTORS to Ships and Magazines, abridged translation of a memoir upon, by J B. Le Roy, 197.
CONVOYS, New regulations concerning them by Admiral Waldegrave, 81.
COQUILLE French frigate, account of her being blown up, 85.
COURT MARTIAL, Proceedings of one held on board the America at Sheerness, 87.
CORNWALLIS, Captain of the Canada, his gallant conduct in the action of the 12th of April, 301.
COUNT DE GRASSE sails for America at the close of the year, 81.
————captured by Lord Rodney. (See *April* 12.)
CULLODEN man of war runs aground at the action of the Nile, 57.

D.

DÆDALUS, the expedition of Minos against him, 465.
DALRYMPLE, SIR JOHN, his method of making soft soap from herrings, 125.
Danäus sails from Egypt to Argos in the first ship ever seen by the Greeks, 180.
DE GUICHEN, French fleet under his command escapes for Martinique, pursued by Admiral Rodney, is overtaken and brought to action, 377. Reinforced by a Spanish squadron, and sails for Guadaloupe with eighteen sail of the line, 381.
DE LA PLATA, singular phœnomenon in that river, 291.
DIANE French frigate escapes in the action of the Nile, 56.
DIGBY, Rear Admiral, sails with Admiral Rodney, as second in command, in the Prince George, 371.
DUNCAN, Lord, his liberal compliment to Mr. Clerk, of Eldin, on the New System of Naval Tactics, 33.
DUNKIRK man of war, commanded by Captain Howe, 7. Engages and captures the Alcide, 8. Letter from one of the officers giving an account of the action, 9.

E.

EDWARD, PRINCE, AFTERWARDS DUKE OF YORK, embarks in the sea service, 12. Order of battle previous to the introduction of the new system by Mr. Clerk instituted by him, 35. Made rear-admiral of the blue, and sails as second in command under Lord Hawke; dies at Monaco, in Italy; his funeral,
EGYPTIANS, soon after their monarchy, open a trade between the Arabian Gulph and the Western coast of the Indian Continent, 180.
————, Causes assigned for their inattention to navigation and commerce, 181.
EUROPE, Comparison between its political situation in 1792 and the present time, 272, 273.

F.

FAXE, his new method of sheathing ships superior to copper, 31.
FISHING FROG, its natural history, and variety of its species, 67.
FLEET, ENGLISH, the number of ships composing it under Lord Howe at the relief of Gibraltar; account of this expedition, 17. Its proceedings under Lord Howe from the 29th of May until the 1st of June, 20. Number of ships composing it, 21.
FLEET, FRENCH, its situation in the Bay of Aboukir 53. List of it at Brest up to the present year, 436.
FISHERIES OF AMERICA preferred by Dr. Franklin to Agriculture, 126.
FISHERIES, HERRING, Superiority of the Swedish mode of, 126.
FORT, MR, his bravery in the Russian service, 128.
FRENCH, their character by Peter Pindar, 312. 313.
————, Examination by Mr. Clerk of their mode of attack by sea, 37. Why they have always offered battle to leeward, 42.
————Ships of the line, dimensions of those captured by Lord Howe on the 1st of June, 28.

G.

GALLEYS, ANCIENT, the most rational explanation of them given by M. D'Escalier, a modern French author, 131.
GARDNER, SIR ALAN, made second in command under Lord Bridport in the Channel fleet, 23.
GARDNER Captain, of the Duke, first broke the line on the 12th of April, 391.
GAZETTE LETTERS, 75. 160. 245. 336. 433. 527.

Digitized by Google

GEORGE THE THIRD, his visit to Portsmouth, 22.
GIBRALTAR, its relief by Lord Howe in 1782 with thirty-four ships against fifty; names of the admirals employed in relieving it; historical picture of it ordered by the corporation of London to be painted by Mr. Copley, 17.
GUARDA COSTAS, depredations committed by them, 84. Two sunk by Admiral Knowles in the river Chagre, 95.
GREAT BRITAIN in the time of the Phœnicians called by the name of the Cassiterides Islands, part of Cornwall, Devon, and Somerset, the only parts then known to the Phœnicians, 182. Statement of its naval force from the commencement of the war to the present time, 292.
GREENOCK, Increase of shipping and seamen belonging to that port for one year ending September 30, 4171 tons and 482 seaman, 84.
GRAVITY of different bodies, Letter to the editor upon this subject, 419.
GRENIER, Viscount de, Principles of his new system of Naval Tactics, 35.
GENEREUX AND GUILLAUME TELL escape from the British fleet in the action of the Nile. 56.
LA GUIRA, Account of the expedition against it in 1743, 204.

H.

HANNO, the periplus of, observations concerning it, 449. Its translation by Falconer noticed, 450. M. Bougainville's opinion of that celebrated navigator, 451.
HARRIOT, LIEUTENANT, Description and plate of his new pump capstan, 146.
HARPER, Curious fact stated in his publication, 127.
HAWK, Copy of a letter sent fifty leagues tied round the neck of one of those birds, 127.
HAWKE, SIR EDWARD, takes the command of the fleet in 1757, 119.
HOLLAND, her wealth and power, according to the opinions of Raleigh, Mirabeau, and De Wit, to be attributed to her fisheries, 126, 136, 147, 148.
HOQUART, Captain of the Alcide French man of war, captured by Lord Howe. (For an account of this action, see *Alcide* or *Howe.)*
HOWE, EARL, his birth and parentage, 1. Sails under Commodore Anson to the South Seas in the Severn commanded by Captain Legge, 2. Serves on board the Burford, Capt. Lushington, *Ibid.* Made acting lieutenant by Commodore Knowles in the West Indies. 4. Returns to England, *Ibid.* Sails again to the West Indies, and is made lieutenant of a sloop of war, *Ibid.* His gallant conduct in cutting out an English merchantman at St. Eustatia, *Ibid.* Made master and commander in the Baltimore sloop of war, 5. His conduct at the siege of Fort William in 1746. *Ibid.* Engages two French frigates, and is wounded, *Ibid.* Made post captain in the Triton, April 10, 1746, 6. Joins Admiral Knowles in Jamaica, and made his first captain, *Ibid.* Returns to England at the close of the war in 1748, *Ibid.* Appointed to command his Majesty's ships on the coast of Guinea, *Ibid.* His spirited conduct towards the Dutch Governor at Cape Coast, *Ibid.* Appointed to the Mary yacht, the Dolphin, and afterwards the Dunkirk, of sixty guns, 7. Leads the van in the Magnanime in the expedition to the Isle of Aix, 11. His gallant conduct in battering the fort, *Ibid.* Made commodore in the Essex, and commands a division of the fleet, *Ibid.* The first Englishman that ever passed the Race of Alderney, *Ibid.* Proceedings of the fleet under his command on the French coast, *Ibid.* His intrepid conduct at St. Maloes, 12, 13. His marriage and issue, 14. Defeats Conflans, *Ibid.* Introduced to the King by Sir Edward Hawke, *Ibid.* Compliment paid him by his Majesty, *Ibid.* Appointed colonel of marines in 1760, *Ibid.* Reduces the island of Damel, *Ibid.* Chosen by the Duke of York as his captain in the Princess Amelia, *Ibid.* Made a lord of the admiralty, treasurer of the navy, rear admiral of the blue, and commander in chief in the Mediterranean, rear admiral of the white, and vice admiral of the blue, 15. Chosen member for the borough of Dartmouth, *Ibid.* His conduct during the American war, *Ibid.* Appointed commander of the fleet on the American station, *Ibid.* Arrives off Halifax in the Eagle, 15. Engaged in reducing New York, Rhode Island, Philadelphia, &c. 16. Made vice admiral of the white and afterwards of the red, *Ibid.* His able conduct in the American war against D'Estang with an inferior fleet, *Ibid.* Made a peer of Great Britain, 27. His title, *Ibid.* Made admiral of the blue, *Ibid.* Takes command of the fleet equipped for the relief

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relief of Gibraltar, 17. Made first lord of the Admiralty, 18. Is promoted to the rank of admiral of the white and an earl of Great Britain, *Ibid.* Hoists his flag on board the Victory, and afterwards on board the Queen Charlotte, *Ibid.* Takes the command of the Channel fleet in 1793 at the particular request of his Majesty, 18. Invested with extraordinary powers, *Ibid.* Simplifies and improves the signals, *Ibid.* Advantages resulting from his plan of taking short cruizes, *Ibid.* Receives intelligence of the French fleet having left Brest, 19. His bravery and perilous situation on the 29th of May, *Ibid.* His perilous situation in the Queen Charlotte on the 29th of May, 20. His arrangement on the 1st of June; bears down on the Montagne, 21. Dashes through the French line with the signal flying for closer action, *Ibid.* Arrives at Portsmouth with his prizes, 22. His reception at Portsmouth; visited by their Majesties; honour conferred upon him, 23. Resigns the command of the Western squadron, and is succeeded by Lord Bridport, *Ibid.* Made general of marines, *Ibid.* His conduct during the mutiny, 23, 24, 25. Receives thanks of both Houses of Parliament and freedom of the city of London; invested with the insignia of the garter, *Ibid.* His character, 24. His family and arms, *Ibid.*

I.

INDIA COMPANY, their new regulation respecting mates, 125.

INDIANS, their maritime power, its origin, 456.

IONIANS supposed to have been the first Grecian navigators, 462.

ISLANDS. WEST INDIA, surrender to Admiral Rodney and General Monkton in 1761, 365.

INDIAMEN, Mates of, new regulation concerning them, 125.

J.

JAMAICA, judicious regulations relative to its ports and civil government made by Admiral Knowles. (See *Knowles.*)

JANSON, PETER, a Dutchman, constructs a vessel on the principles of Noah's ark, 178.

JAPHETH, son of Noah, supposed to have been the first who built ships with sharp stems or heads shod with brass, 179.

JENKINS, Captain, examined at the bar of the House of Commons relative to the cruelties inflicted upon him by a Spanish Guarda Costa, 92.

JERVIS, SIR JOHN (now Lord St. Vincent), his opinion upon Mr. Clerk's New System of Naval Tactics. 33.

JUNE 1st, account of this glorious action achieved by Lord Howe, 20. Names of the French ships taken and destroyed, 21. The French fleet engaged in this action the strongest that had ever been brought to sea, 22.

JUSTICE French frigate captured in the action of the Nile, and pursued by the Zealous, Captain Hood. 156.

K.

KITTEM, grandson of Japheth, all maritime places called by this name in Hebrew, 179.

KNOWLES, Admiral Sir Charles, appointed second in command under Sir Edward Hawke; arrives in the road of Basque; his expedition against the isle of Aix, 10. Biographical Memoir, 89 to 124. His family; enters the navy at fourteen; sails with Admiral Byng; engaged in the famous battle off Passaro, in Sicily, in 1718, 90. Made a lieutenant, and patronized by Lord Vere, 92. An able engineer, and skilful mechanics; employed to superintend the building of Westminster Bridge; goes to Paris to examine the structure of the Pont Neuf; made post captain by Lord Torrington on his return; cast away on an isthmus of sand near Gibraltar, 92. Appointed to the Diamond frigate; captures a Spanish register ship and another richly laden; arrives at Jamaica and reinforces Admiral Vernon; joins him at Porto Bello; made superintendant of the mines employed to destroy the Spanish fortifications, 93. Dispatched by Admiral Vernon to cruize off Carthagena; reconnoitres the river Chagre in the Success fire-ship; appointed to command the fire-ships, bombs, and small craft destined to reduce the castle of St. Lorenzo; his bravery and skill in the bombardment; made governor of the castle of St. Lorenzo; appointed to the command of the Litchfield; arrives at Spithead; sails again to reinforce Admiral Vernon in the West Indies, 95. His marriage, and issue; reconnoitres Carthagena; made governor of Castillo Grand, 99. Left under Commodore Davers for the protection of Jamaica; fortifies

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fortifies the harbour of Port Antonio in making careening places there and at Port Royal, and afterwards at Antigua; sent to command the Expedition against La Guira and Porto Cavallo, on the coast of Caracca; account of these expeditions and difficulties he had to encounter, 100. His private letter, containing an account of his unsuccessful expedition against La Guira, 103, 104. His private letter, communicating the particulars of his attack upon Porto Cavallo 105, 106, 107. His services, and testimonies of respect received by him from the merchants of Barbadoes and the Leeward Islands, 109. Sails to attack St. Jago de la Cuba; reduces Port Louis on the south-west side of St. Domingo; receives the thanks of the House of Assembly at Spanish Town; cruizes off the Tortudas to intercept the plate fleet, 112. Engages seven sail of Spanish ships, which are driven among the breakers, and escape in the night, 114. Again honoured with the thanks of the House of Assembly at Jamaica; expressions of regard from Trelawney the governor, and merchants, and inhabitants of Kingston; his second marriage, and issue, 117. Chosen member for Gatton, and succeeds Mr. Trelawney as Governor of Jamaica, 118. Wise laws and regulations under his government; appointed second in command under Sir Edward Hawke in the expedition against Rochefort; reasons for Dr. Smollet's severe and illiberal critique upon his account of that expedition; created a baronet October 1765; succeeds Lord Hawke as Rear-Admiral of Great Britain, 121. Chosen by the Czar Peter to preside over the Russian marine; held in high estimation by ministers, 121. Returns to England in 1774; his memorial of services, and character, 122. Testimony of Lord Hardwicke and Mr. Beach, then attorney general, of his ability as Chancellor of Jamaica, *Ibid.* His literary works and mechanical inventions, 123.

KNOWLES, Captain Edward, son to the Admiral, lost in the Peregrine; his character, 97.

———, Sir Charles Henry, eldest son of the Admiral, commands the Goliah in the action off Cape St. Vincent, 118.

L.

LA GUIRA, town of, name of the ships sent to attack it, 3. Account of the expedition against it, published from an original manuscript by Captain Watkins, 204 to 207. 314 to 322.

LEANDER, gallant behaviour of Captain Thompson, who commanded her in the action of the Nile, 54. Dispatched to Earl St. Vincent with an account of that victory, 60.

LITERATURE, NAVAL, 32, 129, 221, 301, 397. 488.

LONDON, CORPORATION of, an historical picture of the relief of Gibraltar by Lord Howe ordered to be painted by them, 17. Vote of thanks to Lord Howe for the victory of the first of June, 23.

LOUIS, Captain of the Minotaur, his gallant conduct of the battle of the Nile, is sent for on board the Vanguard, and thanked by Lord Nelson, 286.

LUSHINGTON, Captain, his expedition on the Curaçoa Coast, 2. His death, and behaviour in his last moments, 4.

LYS, French man of War, captured by the Defiance, 8.

M.

MACKLIN, the comedian, his character of an English man of war. 128.

MAGNANIME, commanded by captain (now Lord) Howe, leads the van in the expedition against the Isle of Aix, 11.

MALTESE, GENOESE, AND SPANIARDS, several of them forced through terror to serve in the French fleet, offer their services to Lord Nelson after their capture in the action of the Nile, 60.

MARGARET hired tender, Lieutenant Pollexfen, account of her loss, 83.

MARINERS, notice to those frequenting the port of Bergen, 81.

———, Shipwrecked, letter to the Editor relative to their preservation, 417, 418.

MARINE SCENERY, 208.

MARQUE, Letters of, issued, in consequence of the Spanish Guarda Costas, in the year 1739, 92.

MARTINIQUE, account of an expedition against it by Admiral Rodney in the year 1761, 363.

MATTHEWS, ADMIRAL, broke by a court martial for advancing beyond the line to engage the enemy, 40.

MEDAL, description of one struck to commemorate the victory of the Nile, 83.

MINORCA, dispatches relative to its capture, 77 to 80.

MONCTON, General, account of his attack upon Martinique and the West India Islands which are reduced by him and

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and Admiral Rodney, in the year 1761. 363 to 365.

MONMOUTH, man of war, brave conduct of, and death of Captain Gardner, who commanded her in the action with Du Quesne, 268.

MONSOONS, observations respecting them, extracted from the Bombay Calendar, 68 to 70.

MONTAGNE, French flag ship engaged by Lord Howe on the 1st of June, sets her top gallant sails to shoot a-head of the Queen Charlotte, 21.

MOUNTS BAY, Account of, 473, 477.

MUREX, or purple dye, account of a species of it found in the Mediterranean, 181. Mr. Bruce of opinion that the beautiful Tyrian purple could not be effected by this fish alone, as generally believed and stated, 182.

N.

NAUCRATIA, or Naval Dominion, a poem, by J. H. Pye, Esq. review of, and extracts from, 140.

NAUTILUS sloop of war, commanded by Captain Gunter, account of her loss, her history, and dimensions, 252, 346.

NAVIGATION, Sir William Petty's account of what a complete treatise upon it ought to contain, 195, 196.

————, the Arabians, Egyptians, and Phœnicians, the earliest in the practice of this art, 181.

NAVY OF GREAT BRITAIN, state of it to the commencement of the year 1799, 39. 177. In commission in the year 1739.

————, American, Resolutions of the House of Representatives concerning it, 350.

————, French, List of it, as presented to the Convention in March 1793, 348.

NAVY, SPANISH, its force in the year 1739, 115.

NELSON, LORD, memorial of his services presented to his Majesty, engaged with the enemy one hundred and twenty times, 29. His action off the Nile a convincing proof of the bravery of British seamen, 34. Plate and description of his action off the Nile, 42. Authentic narrative of the proceedings of the squadron under his command, detached by Earl St. Vincent into the Mediterranean, arrives in the gulf of Lyons, bears up with his squadron for Sardinia, is dismasted, anchors in the Road of St. Pierre, refits, and sails again in four days, 44. Is reinforced by Captain Troubridge with ten sail of the line, 46. Arrives with the fleet at Corsica, proceeds towards the coast of Sicily, receives intelligence of the surrender of Malta, steers for Malta, 47. Is informed by a Genoese brig that the French fleet had sailed from that island on the 22d, sails for Alexandria in quest of them, shapes his course for the coast of Caramanca to water and obtain intelligence, enters the port of Syracuse, 48. Reasons assigned why his fleet passed the French without falling in with them, 49. Makes the gulf of Coren, receives intelligence that the enemy's fleet had been seen steering to the south east of Candia, steers again for Alexandria, his admirable plans for attacking the enemy, 50. The thorough comprehension of his plans by his Captains rendered signals unnecessary, explanation of his plans, 51, 52. Disposition of the two fleets in the action of the Nile, 53. His humane conduct to the sick and wounded French, offers up a public thanksgiving to the Almighty in gratitude for his victory, 58. His character, 61. His letter communicating this victory, from the London Gazette Extraordinary, 63.

NELSONAUMACHIA, a letter under that signature, explaining why ships built at this period are not so durable as those built formerly, 287.

NEWFOUNDLAND, the great advantage of its fisheries, 356.

NILE, Engagement of the, authentic narrative of it. (See *Nelson.*) French and English line of battle, 64. Names of the officers killed, 65. Narrative of it by a French officer, 149 to 154.

NILE Engagement of, Poems upon it, 235. 237. 309.

——, Victory of, its importance, 62.

NYELLI, French Admiral, joins Villare on the 31st of May.

O.

OBITUARY, 88. 174. 261. 347. 446.

OCEAN poetically compared by Dr. Young to human life, 73.

OCEANS, PACIFIC AND ATLANTIC, no communication between them within the limits of his research, demonstrated by Captain Vancouver, 233.

OFFICERS killed and wounded in the actions with the French fleet on the 29th and 30th of May and 1st of June 1794, 25.

————, Flag List of, in the 1st of June, 25.

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OGLE, SIR CHALONER, sails with a formidable force to reinforce Admiral Vernon in the West Indies, and to co-operate with Lord Anson by means of the Isthmus of Darien, 98. Succeeds Admiral Vernon in the command of the fleet in the West Indies.

OPHIR, supposed by Mr. Bruce to have been Sofala, a kingdom of Africa, on the coast of Mosambique, near Tanguebar, 183. Its situation according to the opinion of Dr. Daig, 183.

ORION, man of war, Captain Duckworth, her proceedings and observations in the actions of the 28th and 29th of May and 1st of June, 293.

ORIENT, French flag ship in the action of the Nile, account of her blowing up, 55.

OSBORNE, list of the fleet under his command, 268.

OTTON, CAPTAIN, extract from his journal relative to an island supposed to have been discovered by him three hundred leagues westward of Scilly, 35.

P.

PAPERS, PHILOSOPHICAL, 67. 146. 197. 323. 504.

PARLIAMENT, King's Message to, 212.

PATAGONIANS, account of some of them seen by Captain Coleman, 126.

PERIPLUS OF HANNO, observations concerning it, 449.

PETTY, SIR WILLIAM, account of his invention of a double bottomed ship, invented by him to sail against wind and tide, 30. Naval paper drawn up by him relative to what a complete treatise upon navigation ought to comprehend, 30.

PHŒNICIA and PALESTINE, their boundaries, 182.

PHŒNICIAN commerce and navigation, its antiquity, 179.

PHŒNICIANS, called in Scripture Philistines, make the greatest discoveries, and carry trade and commerce into the remotest regions, acquire the art of navigation by fishing, taught the art of making glass by the sea sand, founded Carthage in their first expedition to the coast of Africa, direct their course for Spain, coast it round, pursue their discoveries through the Straits along the coast of France, and thence to Great Britain, superiority of their manufacture, their maritime, enterprising and commercial character, 182. Their capitals Tyre and Sidon the emporiums of Asia, directed in their voyages by the sun and stars, Byzantium, Thebes, Byrsa, and Utica, owe their foundation to Tyrian colonies, Cadiz founded by them, 183.

PILCHARD FISHERY, Account of, 474.

PLYMOUTH, extraordinary appearance of the tide there, 291.

POETRY, NAVAL, 71. 140. 235. 309. 411. 500.

POOR TOM, a tale, in verse, by Peter Pindar, 71.

PORTO CAVALLO, attack upon it by Commodore Knowles, 105. Why this attack was unsuccessful, *Ibid.*

PRIZES, view of those taken by Lord Howe on the 1st of June at anchor at Spithead, with their names, 154. Names of those captured by Lord Nelson at the battle of the Nile, purchased by the Navy Board, 85. Names of those taken by the Eagle, Captain Rodney, 355.

PROMOTIONS, NAVAL, 87. 173. 243. 346. 445. 540.

PURSUITS OF LITERATURE, extract from that work prophetic of the battle of the Nile, 143.

PROSERPINE FRIGATE, official account of her loss, 333, 335. Her officers and men receive the thanks of the court martial for their conduct, 432.

Q.

QUEEN CHARLOTTE man of war launched at Chatham in 1790, called by the Duke of Clarence after her Majesty, 18. Leading ship in breaking the French line, distinguished conduct of Mr. Bowen, her master, on the 1st of June, 19. Description and plate of her as she passed through the French line on the 1st day of June, 220. Her gallant conduct in Lord Bridport's action when commanded by Sir Andrew Snape Douglas, 279.

R.

REGISTER, MONTHLY, of Naval Events, 75. 160. 243. 338. 437. 531.

RENTON, CAPTAIN, of the Stafford, killed in the attack at Port St. Louis, 111.

RIDGE, CAPTAIN, of the Badger excise cutter, his letter, giving an account of the capture of a French privateer, 77.

ROBERTSON, Dr. his Posthumous History of North America, books nine and ten, considered, 488.

ROCHEFORT, account of Sir Edward Hawke's expedition against it, 120.

RODNEY, LORD, his family; sails to the Mediterranean as one of the lieutenants to Admiral Matthews; made post by

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by him into the Plymouth, of sixty guns; cruize in the Irish Channel in the year 1746 in the Eagle, of 60 guns; captures two stout privateers, takes six Domingo-men belonging to the convoy of Bois de la Mothe, 354. His brave conduct in the Eagle under Lord Hawke, 355. Appointed to the Rainbow frigate, and made governor and commander in chief of Newfoundland; chosen member for Salteul in 1751, 357. Sent to cruize in quest of a supposed island three hundred leagues west of Scilly, *Ibid.* Sails in the fleet under Hawke and Boscawen in the expedition against Rochefort; his family by first and second marriage; made Rear-Admiral of the Blue, 358, 359. Sent to bombard Havre de Grace, 359, 360, 361. Destroys the Prames at Havre intended for the invasion of England, 362. Captures the whole of the Caribbee Islands in 1761, 363, 364, 365, 366. Judicious disposition of his squadron at the commencement of the Spanish war in 1761, 367. Made a baronet, and governor of Greenwich Hospital; one of the Vice-Admirals who supported the canopy at the funeral of his Royal Highness the Duke of York; opposes Lord Howe in the election for Nottingham, and is returned for that borough; made Rear-Admiral of Great Britain, 368. Sent to command on the Jamaica station, and on his return retires to France; made Admiral of the White during his absence in France; his firmness of mind amidst pecuniary distresses, 369. Offered by the Duke de Biron the command of the French fleet in the West Indies; his spirited rejection of that offer, 370. Sails in December 1779 in the Sandwich with a large fleet of store ships for Gibraltar and trade for the West Indies under convoy; captures a sixty-four and a Spanish convoy destined for Gibraltar, 373. His engagement with Don Juan De Langara, 373, 374. Number of ships captured by him, *Ibid.* Relieves Gibraltar, 375. Debates in the House of Commons on the motion of thanks for his services; receives the thanks of both houses for his services, and the freedom of the city of London and Edinburgh; sends home Admiral Digby and part of the fleet with the Spanish prizes, and proceeds to his appointment on the Leeward Island station, 376. Engages the Count de Guichen; his perilous situation in the midst of the enemy, and not being properly supported by his captains, 377. Arrives in Carlisle Bay, Barbadoes; violent debates in the House of Lords relative to Admiral Rodney's letter relative to his engagement with the Count de Guichen. 379, 380, 381. Sails to join Admiral Arbuthnot on the coast of America, with nine sail of the line; his letter to one of his shy captains, 382, 383. Returns from America to the West Indies, and in concert with General Vaughan makes an unsuccessful attack upon St. Vincents; nominated by his Majesty a supernumerary knight companion of the Bath 383. Reinforced in the year 1781 by Sir Samuel Hood with seven sail of the line; captures St. Eustatius and its dependencies, 384. Engages and defeats the Count de Grasse; arrives with his prizes in Port Royal Harbour, Jamaica, 391. Shifts his flag to the Montague, and sails for England; made a peer of Great Britain, with a pension of £.2000 *per annum*, 392. His arms and death, 393.

RUSSEL man of war, her gallant behaviour in Lord Bridport's action; disabled state of her rigging in that action, 279.

S.

SAILS, the use of them first invented by Isis, an Egyptian queen, 179. Honours paid to her on that account, *Ibid.*

SALVAGE not necessary to send a ship to port to be entitled to it, 31.

SANDWICH, her perilous situation in the action with De Guichen, 377. Fired 3500 balls in that action, *Ibid.*

SEVERN man of war off Terra d'El Fuego.

SHIPS, Disquisition on their stability, by George Atwood, Esq. 323. 504.

———, List of those lost, destroyed, and captured, 264.

———, List of those captured by the Flora and Caroline between the 19th of July and 5th of November 1798, 76.

SHIPPING, its antiquity proved from the 49th chapter of Genesis, 179.

SHIP PINS, Description of a new apparatus for planing them, employed at Carlscrone, 127.

SHIPS OF THE LINE, number of them captured on the 1st of June; their dimensions, 28.

SHIP, a double-bottom one to sail against wind and tide, constructed by Sir William Petty; model of this ship presented to the Royal Society, 30.

SHIPS, dreadful situation of two which had been struck with lightning; list of destroyed, captured, re-captured.

SHIPWRECKS, correct relation of, 467.

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SONNET, by Charlotte Smith, 411. By J. Flavell, 412, 413.
SMOLLET, Dr. reasons assigned for his severe strictures on the conduct of Admiral Knowles, 120.
SOUTHAMPTON, view from Southampton Waters, and description of the town, 39 to 42.
SPARTIATE, Le, French man of war, captured in the action of the Nile, 54.
STOPFORD, Captain, the honourable, his letters to Lord Bridport, containing an account of a capture, 161.
STORES, List of, taken in the arsenal of port Mahon, 80.
STORM, dreadful, related by a passenger on board of the Britannia, 84.
ST. EUSTATIUS, collection of letters relating to its capture, 384, 385.
ST. LORENZO, Castle of, reduced by Admiral Vernon, 95.
ST. LOUIS, FORT of, in St. Domingo, its great strength, 111, 112, 113, 114. Attacked and taken by Commodore Knowles, *Ibid.*
ST. VINCENT, EARL OF, dimensions of the ships taken by him on the 14th of February 1797, 288.

T.

TACTICS, NAVAL, account of the principal French treatises upon this subject, 34.
————————, the first treatises upon this subject in England published by Mr. Clerk, of Eldin, 34. (See *Clerk.*)
————————, principles of the system of the Viscount de Grenier, 35.
————————, Mr. Clerk's System of, review of the second part, 137. Critique upon this system by an officer, 23, 24.
TELEGRAPH, one invented by Mr. M'Arthur, account of, 509.
TELESCOPE, Naval and Military, description of a new one for ascertaining distances and extensions of objects at sight, invented by Mr. Rand, its utility in military operations and maritime surveying, 496. Principles of its micrometrical part; suggestions for regulating and ascertaining its accuracy.
THOMPSON, SIR CHARLES, Captain of the Leander, sentence of the court martial held at Sheerness, 87. Receives the thanks of the court, 88.
TIDE, extraordinary appearance of it at Plymouth, 291.
TIMOLEON, French man of war, taken in the action of the Nile, 57.
TOBAGO, account of, 413.
TONNANT, French man of war, taken at the Nile, 57.
TORBAY, account and view of the Berry Head, 328.
TRANSACTIONS, Naval, during the present war, historical memoir of them, 423 to 432.
TROLLOPE, Sir Henry, letters relative to the Glatton, 289,
TROUBRIDGE, Captain, joins Lord Nelson with ten sail of the line, 46. Dispatched by him to Sir William Hamilton at Naples to obtain information of the destination of Buonaparte's fleet, 47, Dispatched to obtain intelligence of the enemy into Coren, 50. His conduct in the action of the Nile, 57. His activity in repairing the Culloden, 58.
TYRE, its situation, and description of its shipping, by the prophet Ezekiel, 181.

V.

VAILLANT, M. account of a curious fish observed by him in his voyage to the Cape, 67.
VANGUARD, Lord Nelson's flag ship dismasted in the gulf of Lyons, 44, Taken in tow by the Alexander, and sails for Sardinia, 44. Anchors in the road of St. Pierre, and sails in four days under jury masts; anchors within half pistol shot of Le Spartiate in the action of the Nile, 53.
VALON, Mr. G. his account of free schools established at Hull for instructing apprentice boys and poor seamen in navigation and arithmetic, 159.
VANCOUVER, his voyage of Discoveries, review of the first volume, 221 to 223. Review of the second volume, 301 to 309. Nearer to the South Pole than any other person, 125.
VAUGHAN, GENERAL, letters from him relative to the capture of St. Eustatius, 386.
VEGETIUS, the only author who has given any scientific information relative to the ancient marine, 135.
VENETIANS supposed by M. Naillac, a French author, to have been acquainted with the seas of Africa and the East Indies before the voyages of the Portugueze, and that the Antilles, Hudson's Bay, and Newfoundland, had been frequented by them before the voyage of Columbus, 124.
VICTORIES, NAVAL, review of the principal of the present war, 155 to 159.

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VICTORY OF THE NILE, description of a medal struck to perpetuate the memory of that event, 83.
VERNON, ADMIRAL, proceedings of the fleet under his command in the expedition against Carthagena, 97, 98. Attacks the Bocca Chica, 99. Returns to England, and is succeeded in command by Sir Chaloner Ogle, 100.

W.

WALDEGRAVE, Admiral, his regulation respecting convoys, 81, 82.
WALLIS, CAPTAIN, his account of the loss of the Proserpine frigate, 332 to 335.
WAR, history of naval transactions in the present, 212. 423.
WATKINS, Captain, his account of the La Guira expedition, 127 to 208. Expedition against Porto Cavallo, 107, 108.
WEAZLE sloop of war, her history and dimensions, 291.
WILKINSON, Richard, midshipman of the Lion, copy of a letter transmitted by him fifty leagues, tied round the neck of an hawk. 127.
WINDS, poetical address to them, by Mrs. Radcliffe, 73.

Y.

YORK, Duke of, Vice-Admiral of the Blue, his death, and funeral, 368.
YOUNG, Dr. extract from his Night Thoughts, comparing human life to the ocean, 73,

Z.

ZEALOUS, Captain Hood, first discovers the French fleet at anchor in Aboukir Bay, 52. Leading ship in the action of the Nile *Ibid.* Attempts to prevent the French ships from escaping, 56.

A LIST OF PLATES.

	Page
PLATE I. Represents the QUEEN CHARLOTTE upon the Starboard Tack on the 29th of May 1794.	24
PLATE II. ADMIRAL NELSON'S VICTORY OFF THE NILE,	42
PLATE III. A distant VIEW of the OUTER HARBOUR of BREST, taken from on Board the Impetueux in 1797,	144
PLATE IV. VIEW of SPITHEAD, with LORD HOWE'S FLEET and the PRIZES (taken on the 1st of June 1794) in the State they appeared under Jury Masts,	154
PLATE V. EARL HOWE breaking the FRENCH LINE of BATTLE on the 1st of June	220
PLATE VI. VIEW of SOUTHAMPTON, taken from the Banks of Southampton Water at Hythe,	239
PLATE VII. LORD BRIDPORT'S ACTION OFF L'ORIENT, 23d June 1795,	300
PLATE VIII. VIEW of the BERRY HEAD, TORBAY,	328
PLATE IX. VIEW of the POSITION of the ENGLISH and FRENCH FLEETS at Noon, on the 12th of April 1782, off Prince Rupert's Bay, Dominica,	394
PLATE X. VIEW of PRINCE RUPERT'S BAY, DOMINICA, looking towards the S. W. or out of the Bay,	422
PLATE XI. VIEW of PENZANCE and MOUNTS BAY, CORNWALL,	473
PLATE XII. OCEANUS, from a Design of Mr. Flaxman's,	516
PLATE XIII. CHART of the BAY of ABOUKIR, as illustrative of Lord Nelson's Action,	521
REPRESENTATION of a new-invented PUMP CAPSTAN,	146
REPRESENTATIONS of VESSELS FLOATING QUIESCENT and UPRIGHT,	504

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